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HONGKONG, MONDAY, SEPTEMBER 1978, 1910.

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TIME-TABLE.

WEEK DAYS.

7.00 a.m. 7.30 a.m. to 10.00 a.m... Every 10 minutes. 10.00 a.m. to 11.00 a.m... Every 15 minutes. 11.30 a.m. to 12.45 p.m.... Every 15 minutes. 1245 p.m. to 1.15 p.m... Every 10 minutes. 1.15 p.m. to 1.45 p.m... Every 15 minutes. 1,45 p.m. to 2.15 p.m.... Every 10 minutes. 2.15 p.m. to 3.00 p.m... Every 15 minutes. 3,30 p.m. to 5,00 p.m.... Every 15 minutes. 5.00 p.m. to 8.00 p.m... Every 10 minutes

NIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every hour. SATURDAYS.

Œ	gtra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
: 10 m	BTINDAYS.
	8.00 a.m. to 9.00 a.m Every 15 minutes.
	9.00 s.m. to 9.30 a.m Every 30 minutes.
• C4.	9.30 s.m. to 10.30 a.m Every 15 minutes.
	10.30 a.m. to 11.00 a.m Every 10 minutes.
	11.45 a.m. to 12.00 Noon Every 15 minutes.
	12.00 Noon to 1.00 p.m Every 10 minutes.
	1.00 p.m. to 5.00 p.m Every 15 minutes.
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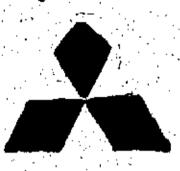
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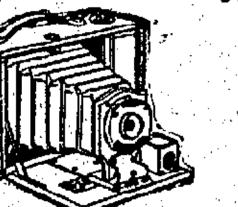
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HONGKONG OFFICE: 10A, DES VŒUY ROAD LONDON OFFICE: 131, FLEET STREET. EC

HONGKONG. SEPTEMBER 19TH, 1910. ALTHOUGH the course of the diplomatic negotiations between Japan and foreign Powers with regard to the annexation of Korea still remains obscure, the official announcements issued by the Japanese Government indicate pretty clearly what concessions have been made on each side. The so-called abrogation of the Treaties between Korea and the foreign Powers has naturally | say whether equal success will be achieved attracted most attention, and some surprise in that country. It now appears that the has been expressed that the Powers Japanese codes are not to apply to Korea interested should have consented to this automatically, but the Japanese and Korean course being taken. In the official announce- laws and regulations already in force are to ments issued by Japan the view is taken be made valid as orders of the Governor- against him. that the Treaties concluded by Korea with | General. It would thus seem that a form of the foreign Powers ceased to be binding Crown Government is to be established, with immediately the annexation was accomplished. This, however, is probably merely, a statement made to save the face of the Japanese Government, since it is diffic to reconcile it with the retention the Conventional Tariffs attached to those Treaties. Already some of the Japanese newspapers have begun to smell a rat, and to ask pertinent questions. If the Korean Treaties cease to be binding, it is asked, why should the Conventional Tariffs thereto be binding? This awkward question the authorities have presumably anticipated, for in all official statements great stress is laid on the voluntary acceptance by the Japanese Government of these Conventional Tariffs. This acceptance, it is claimed, is independent conventional engagements money belonging to a client.

existing, and is undertaken Government entirely of its own accord. So far so good, but this does not explain why the Customs. Tariff hitherto in force is to be maintained for a period of ten years. The Japanese Press is puzzled to account for this term of ten years. "It may have been wise to has seenred the contract for repairing the keep the present Customs Tariff for a time, it says, "but why bind ourselves to ten years? If Japan's fiscal policy is to encourage home industries by placing a high duty on foreign goods, why should not this policy be applied to Korea, which has now become a part of the Japanese Empire? Surely Korea's industries require as much encouragement as those of Japan. Under the present arrangement Japan will derive nobenefit from the annexation, since all the world will compete with her there on exactly equal terms -even in the coasting trade." These criticisms the Japanese Government may find it difficult to answer. Still more difficult to explain is the inconsistency displayed by the Government in the matter of the Korean Tariffs and the Japanese Tariff. In its official announcement the Government states it is auxious to avert, as far as possible, prejudicial effects upon the economic interests of foreigners in Korea. This is an avowal that the application of the Japanese Statutory Tariff to Korea would be prejudicial to foreign interests, yet the Japanese Government has all along declared that the new Statutory Tariff of Japan will not effect the trade, between Japan and foreign countries, that is, will not have a prejudicial effect upon the foreign interests of foreigners in Japan. The fact seems to be that the Japanese Government is not quite honest in its declarations. It has been endeavouring to show that its arrangements in regard to has maintained the re- the annexation of Korea were quite inde-FINEST | the Treaty Powers, with the result that it has involved itself in a mass of contradictions. It is inevitable that a shrewd suspicion should be felt that the Powers concerned have only consented to the annexation of Korea and the abrogation of the Treaties on the condition that the Conventional Tariffs were maintained for a fixed period of ten years. On no other ground can the selection of ten years as the \$70,791.76, and this amount plus \$590,987.29, period for the Customs Tariff to remain in revenue for July, gives a total of \$661,779.05 force be explained. Even if it be denied that one country, in annexing another country, must of necessity take over all the obligations of that country, there are special reasons why such an argument should not apply in the case of Japan. On two documents Japan has bound herself to uphold and carry out the provisions of the Treaties formed between Korea and the foreign Powers. The occasion was when Japan assumed entire control of the foreign affairs of Korea, when not only in the Agreement with Korea herself, but also in the Note addressed to the Powers, Japan explicitly stated that she took upon herself to see that those Treaties were maintained and respected. Thus was pledged to uphold the Treaties under all circumstances, and the conclusion is inevitable that their abrogation now is only with the consent of the Treaty Powers and in return for a substantial quid pro quo-that is, the maintenance of the Conventional Tariffs for a period of ten years. Whether the foreign Powers have acted wisely in consenting to the abolition of extra-territoriality remains to be seen. No doubt the placing

> Yesterday the services at the Cathedral took the form of a harvest festival.

of foreigners under Japanese jurisdiction has

in Japan itself not resulted in any gross

misdirection of justice, but the uncertainty

of the nature of the government to be

established in Korea makes it impossible to

separate laws and Ordinances, so that the

position of foreigners in Korea may differ

greatly from their position in Japan. The

absence of any notification as to the abolition

of extra-territoriality may thus be considered

to some extent a hardship to the foreigners

resident in Korea, although in view of the

favourable treatment accorded foreign re-

sidents in the past there seems no reason for

apprehension.

At the Magistracy on Saturday a Chinese was sentenced to three months' imprisonment for impersonating a constable.

Mr. B. C. Gould, a Penang solicitor, has been suspended for three months for unprofessional conduct in connection with the retention of

Saturday night on account of the rain, will be given on Thursday night.

Dr. Forsyth has been appointed Assistant Health Officer of the Port during the absence on leave of Dr. Grone.

steamer Kumchow, extensively damaged by fire Street, near its junction with Jervois Street, and

Yesterday was the Chinese Mid-Autumu Festival. The Chinese and British flags were displayed from several houses in the principa streets of the Colony.

Mr. Tadaichi Arima, who has been manager of the Hongkong office of the Osaka Shosen Knisha for the past few years, left on Saturday for Kobe to take up his new appointment.

Mr. A. A. H. Milroy and Mr. Robert Unsworth have been appointed members of the Hongkong Pilotage Board, vice Mr. F. A. Brown, resigned, and during the absence on leave of Mr. Henry Neave, respectively.

An advertisement on page 4 announces that the Government of British North Borneo will shortly issue a Proclamation prohibiting the circulation of Hongkong and Chinese copper coin in the State.

The foreign firms and residents in Yokohama have subscribed \$11,305 and foreigners in Tokyo \$11,335.66-a grand total of Y. 22,-640.66, for the relief of distress caused by the recent floods.

Amongst the competitors who are taking part in the tournament for the British Chess Championship at Oxford is Mr. E. E. Colman, of the Straits Settlements, a strong player now on a visit to England.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. C. H. Ross to be Captain in the Volunteer Scouts Company and Mr. M. W. Slade and Mr. J. Johnstone as Lieutenants in the same Company.

An action bought by Messrs. Osborns Chappel, the well-known mining experts, of pendent of any negotiation on the matter with Ipoh, F.M.S., against Mr. William Sim, General Manager of a Shanghai group of estates, and Mr. Samuel Palk, a late assistant of the firm, for damages, has been settled. The defendants pay 1,000 dollars, the full damages claimed. The action arose owing to Mr. Palk leaving without notice and Mr. Sim employing him while under covenant with Osborne & Chappel.

> The Colonial Treasurer's financial statement for the month of July, 1910, places the balance of assets and liabilities on June 30th at Deducting the expenditure for the same month, which amounts to \$505,542.16, there is a credit balance of \$156,236.89. This, added to the reimbursement due by railway construction account in June, and the debit balance on account of July, which totals \$1,176,972.93, leaves the balance of assets (general account) standing at \$1,333,209.82.

> His Excellency the Officer Administering the Government has given his assent, in the nan and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:-Ordinance No. 25 of 1910 .- "An Ordinance to provide for the formation of a Volunteer Reserve"; Ordinance No. 26 of 1910. -"An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910": "Ordinance No. 27 of 1910. - "An Ordinance to further amend the Law relating to Dangerous Goods"; and Ordinance No. 28 of 1910 .- " An Ordinance to amend the Magistrate's Amendment Ordinance, 1903."

Mr. J. Arnold, acting secretary of the Hongkong, Canton and Macao Steamboat Company, had a somewhat exciting experience at his residence No. 4, The Albany. He had returned from the Theatre and had retired to his room, when he heard a noise. On looking over the verandah he saw a native climbing up the water spout. He called out to him, but, the native continuing to climb, Mr. Arnold fired a shot from his revolver in the air. Then he went downstairs and was surprised to find another man in the garden. Mr. Arnold fired again to scare the intruders, and both men ran off into the Botanical Gardens. Two soldiers, who were passing, came to Mr. Arnold's assistance, and a search resulted in a native being found in Albany Road standing under a tree with a jacket over his head. He was handed over-to the police, but when brought before the Magistrate he was discharged, there being insufficient evidence

Messrs. Ellis & Ellis, of Hongkong, in their Weekly Rubber Share Circular state: The Rubber Share Market has been again extremely dull and values—both for sterling and Singapore stocks-suffered a further marking down all the deplenished finances of our Southern friends by a recent flotation with an invitation to subscription amounting to \$1,200,000 (Straits). The appearance of the local market can be summed up in the single phrase, "a sorry one," which is further depressed by the continued drop in the price for the raw article. The longlooked for demand for rubber by manufacturers from across the herring pond has not yet materialized and the uncertainty as to the American position has led to the cabled London report that "the future of the market is most difficult to forecast." The price of fine Hard Para dropped from 7s. 10d. per lb. on the open-ing day of the week to 7s 2d., which is the closing quotation to-day.

The Cricket Club concert, postponed from ANOTHER DISASTROUS BUILD- TELEGRAMS. ING COLLAPSE.

> NUMEROUS CASUALTIES. SOME REMARKABLE ESCAPES.

For the third time this month we have to The Hongkong and Whampon Dock Company | report the collapse of a building in Hongkong. This latest collapse courted in Morrison just a block westward from the collapse recorded a few weeks ago in which there were a number of fatalities. On Saturday night, shortly after nine o'clock, the party wall between Nes. 13 and 15 collapsed. The result of this was to throw the facade of the building into the street, and as this carried away the whole of the two buildings tumbled in. Both were structures of three storeys. The ground floors, which were shops, were occupied by general merchants, while the two upper floors were used as

> At the time of the collapse there were some eight persons in No. 15 and ten in No. 13, and owing to the manner in which the buildings tumbled down, like a house of cards, there was no chance for any of the inmates to escape. One man, who was on the top floor of No. 13 when the party wall gave way, was precipitated into the street, but, strange to relate, escaped uninjured. The firemen were called early and promptly answered the summons, arriving on the scene shortly after the buildings had tumbled in. Their first thought was of the entombed inmates, and while a few were engaged in extinguishing a fire which broke out in one of the kitchens, the majority of the brigade set to work to rescue those who were baried beneath

threatened to fall at any moment, while it was very evident that houses Nos. 11 and 17 were in the highest degree unsafe. But a loud and prolonged wail raised by three persons who were entombed in the kitchen of No. 15 caused the relief party to forget their own danger and to work a way through the débris to the rescue. After strenuous exertions they cleared a way to the door of the kitchen, which they forced open, and liberated the imprisoned inmates. To resone two occupants the firemen found it necessary to drive holes in the rear walls of buildings 13 and 15. This they did, and two Chinese were brought out uninjured. Three dead bodies have been taken out of the debris, and one man who was taken out alive has since died. Nine others have been recovered, all more or less injured, and all were immediately removed to hospital.

The fate of the others who were in the buildings at the time, it is feared, is sealed, for owing to the unsafe condition of the adjoining buildings the coolies had to cease work, and the unfortunate residents are now buried in from ten to fifteen feet of débris. The arrival of the firemen was shortly followed by officials and coolies of the Public Works Department and the Sanitary Department. The former proceeded immediately with shoring-up operations, while the coolies of the latter department started to remove the rubbish.

While engaged yesterday afternoon a gang of Sanitary Department coolies had a narrow escape. As they were working at the rear of the collapsed houses a falling brick attracted the attention of some of the labourers who, on looking up, saw the party wall between Nos. 16 and 17 toppling over. A wild shout was raised by both coolies and speciators on the street, and the workmen succeeded in making their escape just in time. The last man had scarcely reached safety when down came the three floors of No. 17. Fortunately, however, there was no one in the house at the time, the police, in view of the unsound condition of the building, having ordered the occupants to remove on the previous night. No. 11, which is now standing like a Macao ruin, has been partly able to proceed with their work soon it may collapse at any moment. With its bared walls and significant display of building without mortar, it now stands as a monument of what might be considered the worst type of a Hongkong jerry-built house.

As already stated, both Government officials and coolies have been retarded in their work owing to the danger which threatened by reason of the adjoining houses collapsing. That the officials in charge were wise in proceeding cautiously, and that the danger was real, was made manifest yesterday when No. 17 came down with a crash and nearly entombed number of Sanitary Board coolies. After this experience, and in view of the leaning condition of the rear wall the collapsed buildings, it was decided to bring down the upper portion of the wall by means of water before proceeding to further shore-up. A fire hose was brought to play on the wall, and with a medium pressure of water the working in Germany, and he hopes dangerous parts were soon brought down, after which the Public Works coolies proceeded to make things secure. According to some of the inround. This was especially the case during the mates who escaped, it was fortunate that the week in the section comprised by Singapore collapse did not occur an hour later, otherwise dollar stocks. Another call is being made on the casualty list must have been considerably greater, for many of the residents were spending the evening out of doors. When the operation of removing the débris is proceeded with The plantations are in Indragiri, Sumatra. to day it is expected that a number of bodies will be recovered.

The Public Works Department had condemned one of the houses alongside the score of the collapse, and a few weeks ago the residents of that house were ordered to quit.

The Japan papers of the 7th inst. published an Amoy dispatch stating that a Japanese steamer. the Tassi-maru, foundered in a storm off Fukien, with two hundred passengers on board. It is strange that so little has been heard-of the calamity if there is any truth in the report. I resigning.

Protected by the Telegraph Message Copyright Ordinance, 1894.] BEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

FRANCE AND EGYPT.

EGYPTIAN NATIONALIST CONGRESS IN PARIS PROHIBITED.

London, September 17th. The French Government has prohibited the holding of an Egyptian Nationalist Congress in Paris this

The Government announces that it has acted in this matter entirely on its own initiative, as it does not desire Paris to become the centre of an Anti-British crusade, and it also disapproves of the Pan-Islamic tendencies of the Nationalists.

EUROPEAN POLITICS.

A NEW ALLIANCE DEMANDED.

London, September 17th. It is regarded as significant that the Viennese clerical organ of the Vaterland publishes a summons to Turkey The task was a perilous one, for the rear wall to conclude for thwith an alliance with Austria and Germany. It declares that no group of Powers would lventure to attack or resist such combination.

> The article is believed to proceed from an influential military quarter. A SECRET MILITARY TREATY.

> The "Matin" (Paris) announces the conclusion of a secret Military. Treaty between Turkey and Roumania under the direct inspiration of the Berlin and Vienna Governments ensuring for Turkey Roumanian support should Bulgaria attack Turkey.

The "Matin" understands that was not consulted in the

DEATH OF MR WILLIAM COWIE.

London, September 17th The death is announced of Mi William Cowie, Chairman British North Borneo Co. He died at Bad Nanheim.

TURKISH IRRIGATION SCHEME.

CONCESSION OBTAINED BY GERMANS.

London, September 17th. The Turkish Government has signed Convention with the German Anatolian Railway Company with a view to the irrigation of the Plain of Adana. A French group has been enshored-up, but if the Public Works men are not deavouring for fifteen years to obtain

> INDUSTRIAL INSURANCE FOR GREAT BRITAIN.

this concession.

MR LLOYD GEORGE'S SCHEME.

London, September 17th. Mr. Lloyd George, the Chancellor of the Exchequer, has announced that he will introduce next year a great scheme of industrial insurance. scheme will make provision for contributions from workers, who will be placed above worries as to the future.

Mr. Lloyd George says that a similar scheme is already satisfactorily that it will prove better still

> THE SOUTH AFRICAN ELECTIONS.

> > STATE OF THE POLL.

London, September 17th. The South African elections have so far resulted as follow:-

Nationalists ..... Unionists ..... Independents ..... Labourites .....

London, September 17th The Rand "Daily Mail" understands that General Botha favours

PROM SOUTHERN PAPERS.

RIOTING AT CARDIFF.

London, September 9th. The Cambrian colliers have postponed the strike in deference to the advice of the well

known leader, Mabon. The announcement was received with hoots by the crowd, and thousands at Cardiff rushed the institute where the officials were meeting, broke the furniture, and assaulted the leaders.

FERRY BOAT SINKS.

London, September 10th.

A railway car ferry boat has sunk in the middle of Lake Michigan. Thirty-nine people were drowned and only three rescued.

THE LATE MR. HOLMAN HUNT.

London, September 10th. The body of the late Holman Hunt is to be cremated and the ashes will be buried at St. Paul's.

GENERAL BOTHA ON FUTURE DEFENCE.

London, September 10th.

General Botha, speaking at Durban, said that while the Union was not establishing a standing army and was avoiding militarism. might be necessary as a nucleus to have a small force of garrison artillery.

The time had not arrived to establish a navy for coast defence, but a contribution to the Imperial Navy would be continued.

> HONGKONG ST. ANDREW'S SOCIETY.

The report of the committee of the Hongkong St. Andrew's Society, for presentation to the twenty-ninth annual general meeting to be held at the City Hall, on Monday, 26th September, states that the balance at the credit of the Society now stands at \$4,596 33. St. Andrew's Day, 1909, was celebrated by a ball, which proved most successful. Forty new members were enrolled during the year. The amount collected for subscriptions is the highest on record, but the committee would again invite the aid of members in bringing forward any new names. During the year only a small number of applications for assistance from the Charity Fund were received, and the sum of 8169,45 was expended. A vacancy on the committee occasioned by the departure of Mr. McDonald was filled by the appointment of Hon, Mr. Henry Keswick, Mr. David Wood resigned the post of honorary secretary on his departure from the Colony, and Mr. J. D. Auld was appointed in his stead Mr. Auld in his turn had to resign owing to his temporary absence from the Colony, and Mr. G. M. Dalgety carried on the duties until relieved by Mr. P. S. Jameson, who has consented to set as hon, secretary until Mr. Wood's return. The committee deeply regret having to record the deaths during the year of the following members :- James Mackie, A. C. More, G. Moffatt, A. G. Somerville, R. D. Galloway and A. M. Marshall, Mr. James Mackie was President of the Society during

THE WARWICK MAJOR COMEDY COMPANY.

To those who missed seeing "The Dandy Doctor" on Saturday night we extend our sympathy, and can only hope that Mr. Warwick Major will give them in the near future an opportunity of witnessing what was happily described on the programme as "a musical something-to-laugh-at." From the beginning to the end the crowded house testified its appreciation by demanding encores of the various songs and dances with which the piece

The "Dandy Doctor" might be termed a musical farce with a thin thread of plot. It is crowded with absurd situations, musical "items, dances and a wealth of comic patter.

The principal part, the Dandy Doctor, was in the hands of Mr. Robert Stephenson, while that of Mary Ann, the voluble housemaid, was played by Miss Georgie Corlass. Special mention deserves to be made of the clever step and acrobatic dancing of Mr. Jess Sweet, who had to respond to triple encores. Mr. Ronald Garland, too, made a hit with his patriotic song, "Hail! King George," which was rendered in fine voice.

With Saturday night's performance the season terminated, but the management announce that-the Company will pay a flying visit to Hongkong on Wednesday next, the 21st instant, when for one night only the screamingly funny farce "The New Boy" will be staged.

> HONGKONG MILITARY EXENDITURE.

The Military Con tribution of the Colony for the year 1911 is estimated at \$1,342,777-about seventeen thousand dollars more than the approved estimate for the current year. The estimate for the Volunteers is 349,810. This makes a total military expenditure of \$1,392,587.

### RANDOM REFLECTIONS.

Our old friend Jupiter Pluvius seems to take a particular delight in being generous at awkward moments. He has spoiled quite a number of week-ends of late, but he was extremely unkind on Saturday to the promoters of the Cricket Club concert. Just at the time of starting he sent down a flerce deluge which made an openair entertainment impossible and sent thinly attired ladies and gentlemen scurrying for much to the disgust of those who do not patronise church.

Though September has proved fairly cool, there seems to be little slacking off in the number of bathing parties, and Blake and Statue Piers seem as busy and animated at five c'clock as in the height of summer,

Reference to bathing reminds me of the whisper which came my direction the other day. It related to two enthusiastic golfers who were seen doing the course at Deep Water Bay on the morning of a recent hot day in bathing costumes. I have heard of a drink between holes, but a swim between them is a departure from orthodox gowff.

As an ordinary member of the public-one of the community to whom Sir Henry May wishes to make things clear-I feel impelled to offer my tribute of praise for the clear, concise budget statement which the O.A.G. made to the Legislative Council on Thursday. Of course he had no great problems to solve; he had not, like Chancellor Liloyd George, to look round for hen roosts to rob, but he had a plain unvarnished -tale to tell, and he told it in very few words, a fact which must be appreciated by those who do not feel inclined to digest long speeches. The budget speech was a marvel of brovity.

An amusing question, which remained unanswered, was asked at the meeting of the Finance Committee of the Legislative Council on Thursday. A vote for the repair of damage done to government property by the last typhoon was before the meeting when the Hon. Mr. Osborne asked-" Is the Clock Tower damaged ?" This was too much for the grave Councillors, who smiled broadly as they thought of the historic timepiece with the hole in one dial and K.C.M.G.; His Excellency Maj.-Gen. R. G. its weak effort to point the time when darkness

We all hope the new Volunteer Reserve will be the success that its promoters anticipate, but why should membership be limited to English | Moxon, and Major W. A. Eaton. men ! Why are Scotsmen, Irishmen, Welshmen and Australians not eligible? His Excellency's appeal was addressed to Englishmen. Had i gone forth to Britons there might be a greater | Starter; Mr. Marcus Slade, 2nd Starter; Mr. response than is forthcoming at present.

Hongkong boy on receiving from his father recently, remarked, does Father sign himself your affectionate Father'? I wish he wouldn't : it sounds so business-like" ! I know now where that little boy obtained the notion. A contemporary publishes a letter from an -Indian butcher to a customer, which concludes: "I have the honour to remain, madam, your affectionate butcher, Mahomed Cajahne."

An incident occurred near the Queen's Statue on Friday which it would be difficult to believe were it not vouched for by credible witnesses. - A Sanitary Department water cart, drawn by ten 'coolies, had started from Statue Pier in the direction of the statue. They had barely time to get the cart in motion when they all apparently went to sleep. At least that is the only explanation for what happened. The cart was - brought to a standstill and then they awakened A street lamp had got in the way and barred their wandering. It seems incredible that not one of the ten men should have noticed where they were going, but that is one of the traits of the Chinaman which is so difficult for a Western or to understand. Had it been a tram car, their slumbers would have been more rudely disturbed

difficulties which arise in connection with the parl-mutuel at the racecourse should be decided, On Saturday no second and third prizes were awarded in one event and the money in the pari-mutuel which in the ordinary course would have gone to the second and third was put into the pool for the next event. I am unable to explain why this procedure was adopted but, on the face of the matter, it would appear to have been a fairer procedure to Tomahawk and Temptation battled on for second divide the balance of the money between the -place, the former winning after a hard struggle drawers of tickets in the event-or include it all in the first prize.

Consul General Wilder, of Shanghai, has just issued a report in which he tells his nationals were:that "there is no domand for suspenders and garters in China, save among foreigners, Suspenders," he adds, "do not interest the native, his trousers being so constructed as to render | no the use of such articles unnecessary; neither is there any need for garters, as the tronsers, when . properly adjusted, are tied over the sook at the ankle with a neat band of ribbon or cotton. Occasionally a native is seen with a well-known make of American garters, which are worn outside the trousers as ornaments."

This is interesting as showing the different meanings possessed by certain words. The Consul here regards "suspenders" as braces, but the word is seldem used in that sense in Britain. There it applies more generally to the support for the stocking. Curiously Mr. Arthur Robert's Hartwood, 158lbs. enough, the word "garter" is falling into disnetude, in consequence of "suspenders replacing the old-fashioned stocking band which Mr. O. K.'s Double Dragon, 155lbs. wa lled "garter."

Some of the Chinese delegates at the Diocesan Conference introduced a form of reasoning which was new to their fellow Churchmen from the West. One reverend gentlemen in advocating that the Episcopal Church in China be named the Church of China supported his argument by analogies drawn from daily ex. perience. He knew a wine shop in Canton (and him a parson, too!) which was called the Kwangtung Wine Shop. Everybody knew that was not the only one in Kwangtung. There was shelter. Sunday found him in the same mood, a boot store in the city known as the Kwangtung Boot Shop, but there were other boot shops in the province. Similarly the Church of China did not imply that it was the only one in the empire! It has been commonly believed that parsons had little business acumen, but if this reverend gentleman be accepted as a criterion, the Chinese clergy will be able to give points to their Western brothren.

RODEBICK RANDOM.

### THE GYMKHANA.

Although owing doubtless to the uncertainty of the weather, the attendance at the fourth meeting of the Gymkhana Club on Saturday afternoon was not as usual, the sport proved as interesting as at any previous meeting. His Excellency the Officer Administering the Government and party were early on the scene, and watched the events on the programme with close interest. The Band of the Buffs discoursed selections of music during the afternoon. and the employees of the Cash Sweeps and the Pari Mutuel were, as usual, kept busy. The Pari, by the way, paid out a good dividend on every event in the programme, but ticket drawers in the Cash Sweeps on the Royal Academy Stakes were disappointed at the result of the event. Instead of a first, second and third prize, there was only a first awarded, This was no doubt due to the fearsome and wonderful animals which the lady competitors sketched on the blackboar is which their gentlemen nominees were quite unable to recognise. This failure prevented the judges from awarding the second and third prizes, and as a consequence the sum of \$112 odd went into the nool for the next race.

The patrons and committee of the Gymkhana Club are :--

Patrons:-His Excellency Sir F. H. May, Broadwood, C.B.; Commodore C. J. Lyres.

Committee :- The Stewards of the Hongkong Jockey Club (Ex-Officio); H. E. Sir F. H. May, K.C.M.G., Capt. Dwyer, Messrs, J Johnstone, H. J. Gedge, C. H. Ross, G. C.

Major W. A. Eaton, Judge; Capt. Dwyer and Major W. A. Eaton, Handicappers; Capt. Dwyer, Clerk of the Scales; Mr. H. J. Gedge, M. S. Sussoon, Time Keeper; and Mr. R. F. C Muster, Hon. Sec. and Treasurer.

Results of events were as follows:-GYMKHANA STAKES .- Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open' griffin race 5 lbs. extra. Nonwinning subscription griffins allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised ! presented at the end of the senson to be won by the pony scoring most marks in the races for the Gymkliana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third, The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 21bs, to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd prize: \$25. (Half entrance fees to

go to winner.) Mr. John Johnstone's Blackmore Vale, 161 lbs., 5 lb. penalty (Mr. Johnstone) Capt. Heathcote's Tomahawk, 144 lbs., 3lb. overweight (Owner) Messrs. Moxon and Gedge's Temptation, 156lbs. (Mr Master) 3

Messrs. Lowe and Hickman's Java King, 148½ lbs., 1½ lb. overweight (Mr Hickman) The flag fell to a good start and showed Temptation leading from Tomahawk with There ought to be rules by which little Blackmore Vale third and Java King in the rear. Passing Bowringtom Blackmore Vale fell back to third position, but kept close on the tails of the field. Ascending the incline Tomahawk took the lead, with Java King falling into second place, and as the straight was entered Blackmore Vale was lying third. In the home stretch Johnstone gave the dark pony a free rein and he easily overhauled the other and passed the

> Time-2 min. 14 secs. The Pari Mutuel paid a dividend of 89.70, while tickets and payments by the Cash Sweeps

winning post with a couple of lengths to spare

1.—Ticket No. 17	5	141.75
2.— " 15		40.50
The points gained b	y ponies in	this even
ow stand as follows :—	<b>.</b>	· · · · · · · · · · · · · · · · · · ·
Blackmore Vale	***	12
* Temptation	<b>1</b> 11 111 111	9
Hinton		3
Tomahawk		2
Odds On	*** *** ***	1
Llama Chief	***	1
r '32'		

HALE MILE FLAT RACE .- For all China ponies which have never won a race. Weight for inches as per scale. Jockeys who have won more than five races in Hongkong, Slianghai or Tientsin penalised 5 lbs. En trance fee \$25. 1st Prize: Presented 2nd Prize: \$25. (Entrance fees to go to winner). Sir Henry May's Moonbeam, 163lbs., 5lb.

penalty (Mr Johnstone) (Mr. Brice) Messrs. Scarlett and Potter's Nankin, 152lbs. (Mr. Scarlett)

straight was entered. Then Hartwood was sent: to the front and attempted to overhaul the Governor's pony, but without success. Moonbeam headed the field right round the course, and passed the winning post a length ahead of Hartwood, the same distance separating the second pony from Nankin, who was third.

Time-1 min. 014 secs. Pari Mutuel dividend ... ...\$ 11.80 Cash Sweep payments:--1—Ticket No. 38 ... ... 68.40

PENT PEGGING IN SECTIONS OF THREE. Open to teams, mounted on China ponies and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition, and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points all meetings included. In competing for th small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must contime to compete for the team first selected incline he had drawn into second place. sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the win- | third, ning team must have competed in not less than three competitions. Entrance fee \$1 each

man each Gymkhana. The R.G.A. team, composed of Captains Twiss, Finch and Loring, 45 points The Magpies, composed of Messrs. C. H. Ross, E. M. Bishop and J. Johnstone, 42 Buffs "A" team, composed of Major Eston and Messrs. Potter and Crockenden, 33

The marks coined by the different teams are

THE BUILTS RAIDED BY THE	amerent	: tosms
as follows:—	-	
The R.G.A. team		187
· <b>~-</b> · ·		
Buffs "A" team		. 161
alli. Gedges team	***	156
I DO BOILR IS toam		81
Mr. Blason's team	00 5 00 G	54
The Naval team	144	20
Pari Mutuel dividend		\$13.50
Cash Sweep payments:-		
1—Ticket No 29		2.55
2- , 28	6	9.30
3— " " 60	3	4.65

HREE QUARTEES OF A MILE PLAT RACE. HANDICAP. For all China poines. Jockeys who have won more than five races in Hong. kong, Shanghai and Tientsin penalised 5 lbs, Entrance fee \$5. First prize: presented, 2nd prize \$25. (Entrance fees to go to winner.) Mr. N. J. Stabb's Cobalt, 158 lbs. (Mr Master) Major-Gen. Broadwood's Rufus, 154 lbs.

(Captain Heathcote) Mr. L. N. Leefe's Resolution, 150 lbs., 2 lb. overweight (Owner) Mr. H. G. Marckwald's Llama Chief, 1491bs.

149lbs (Mr Brice)

Mr. Blank's Billet Doux (late Jubilee Rose)

Mr. John Johnstone's Salvator, 151 lbs., 5 lb.

penalty (Owner) After a few false starts the six ponies away together, Billet Doux being in the van with Rufus second and Cobalt third. Resolu-1bs. A cup called the Gymkhana Cup will be | tion drew into third place at the football stand; but was displaced by Cobalt at the foot of the incline. As the ascent was made Rufus and Billet Doux raced neck and neck in the front of the field. Passing the village. Billet Doux had assumed the lead, while Rufus was lying second and Cobalt third. In the home run the gandy jacket of Master came rapidly to the front and was soon apparent that there was no other pony in the race. Cobalt won hands down while Rufus just managed to snatch second place from Resolution.

> Time-1 min, 36 secs. Pari Mutuel d vidend ...3 12.60 Cash Sweep payments:-1-Ticket No. 41 ..\$283.50

will start from given point "A," ride to another given point "B," d smount, and leave poules with mafoo run to lady nominatrix and hand her sealed envelope containing name of some animal immediately return to point "B." Mount pony and go back to point "A." On a given signal return to point "B," dismount, leave pony with mafoo, run to blackboard bearing corresponding number to that on his onvelope and card, write on card name of animal he guesses is drawn upon blackboard by his lady nominatrix and run with card to Judge. Envelopes, cards and pencils will be handed to competitors before starting. First man home with card bearing correct name wins. A number of blackboard easels will be placed on the course, each bearing a distinctive number. Each lady will be provided with a piece of chalk. On receiving envelopes from gentlemen as above mentioned, ladies will proceed to blackboard bearing the same number as that on her envelope. She will then open envelope and draw upon blackboard the animal named in envelope. Five minutes will be allowed for drawing. At a given signal ladies will leave the course. The likeness to the original of the animal portrayed will be taken into consideration. 1st. 2nd and 3rd prizes presented by Gymkhana Club. No assistance must be given by ladies to gentlemen or vice versa.

The Hon. P. G. Scarlett, nominated by Mrs. Eaton ... ... ... ... ... ... ... ... Seven blackboards stood on easels on the racing track before the grandstand. Seven strange animals, some must have been prehistoric, had been sketched on those blackboards by ladies of more or less artistic taste. Seven nominees, abiding by the conditions of the race, competed to win the prizes offered for their partners. But in entering this event it appears that the gentlemen undertook a bigger contract than ever they dreamed of. The strange beasts drawn on the blackboards puzzled them as they have probably not been puzzled for years. Most 2 of the competitors looked thoughtful, but only one of them appears to have been endowed with the persevering qualities of Robert Bruce of

Moonbeam assumed the lead at the start with So far as the spectators could see one of the Double Dragon second and Nankin third. blackboards contained the drawing of a porcu-When nearing the village the field bunched, but pine, and another appeared to be the outline of the e was no change of positions until the a big tom cat, but this could not have been the case, otherwise the name of the animal would have been more readily guessed. As for the remainder of the zoological sketches, nobody could guess what they were supposed to be.

ONE AND A QUARTER MILE FLAT FACE, HANDICAP.-For all China ponies. Jockeys who have won more than 3 races in Hongkong, Shanghai or Tientain penalised 5 lbs. Entrance fee \$5; First Prize: Presented. 2nd Prize: \$25. (Entrance fees to go to win- and the secretary, Mr. D. H. Young.

Capt. Heathcote's Tomahawk, 155 clbs. Messrs Moxon and Godge's Temptation, 158 lbs. (Mr. Master) Mr. Hickman's Kerry, 151 lbs. (Owner) Messra. Scorlett and Potter's Nankin, 1441bs. (Mr. Scarlett) Mr. John Bell Irving's Younger Brother,

149 lb., 7lb overweight (Owner) Nankin sprang into the lead with the fell of the flag, Kerry taking second place and Tomahawk third: Passing Bowrington Nankin had a lead of ten lengths from Temptation, while Kerry was third, Tomahawk fourth and Younger Brother last. Tomahawk was sent ahead as the football stand was passed, and at the foot of the by him and for no other. To provide for still led past the village, Nankin being second and Temptation third. In the home run Tomahawk still led and passed the winning post a length ahead of Temptation, while Kerry was

Time-2 min. 49 secs. Pari Mutuel dividend Cash sweep payments:-1-Ticket No. 130 66.10 AN AMERICAN TRANSPORT

The American (ransport Warren ran aground at 245 o'clock on the morning of September 10th on Mindoro near and west of Port Gallera; about 20 miles from and opposite Batangas. The ship was lying about 200 feet from the length aground apparently. No damage was done. Efforts to pull the ship off by its own power failed, so she had to be unloaded and

AGROUND.

aground broadside on in a squall. CONTROL OF IMMIGRATION IN

THE STRAITS SETTLEMENTS. At the last meeting of the Legislative Council of the Straits Settlements the first reading of the Chinese Immigrants Ordinance amendment bill was moved by the Secretary for Chinese Affairs and was agreed to. The bill aims at giving the Government as full a control over the form and terms of contracts of labour within the colony, which are executed by Chinese labourers outside the colony, as it has already over the contracts executed by immigrants within the colony. Section 28A dealing with contracts made outside the colony lays it down that these shall comply with the provisions of section 28, which deals with contracts signed in the colony. Section 28 has been re-drafted: sub-section (1) (a) and (b) limit the term and the form of an immigrant's contract in accordance with the present practice, and sub-section fenders compulsory the present practice of delivering to the immigrant a translation of the

THE ANNEXATION OF KOREA

FORTHCOMING ISSUE OF THIRTY MILLION

A Ministry of Finance Ordinance gazetted on September 5th says the Imperial 5 per cent. bonds (to be issued to the extent of not more than 30 million yen), to be granted as Imperial rewards, will be left unredeemed for five years. and be redeemed within forty-five years hence. No registration for negotiation and pledging of such bonds can be made without the approval the Governor-General of Korea.

Out of the 30 million yen, 13 million will Before, however, we could obtain the consent of form a capital fund for the rayment of yearly allowances to those entitled to such consideration; and 17 millions will be devoted to purposes of education and production. Of these. millions 1 million will be distributed in Seoul. and the remaining 16 millions among all the provincial districts. - Japan Gazette.

> LOCAL SPORT, CRICKET

Park on Saturday, when an interesting twelve aside match was played:-

MR. J. R. HOBINSON'S TEAM.

E. A. Fowler, b Curwen..... 15

N. L. Weasor, c Green, b Chitty ...... C

W.T. Elson, e Green, b Railton ...... 37

J. P. Robinson, a Moore, b Chitty ...... 6

D. J. Mackenzie, b Railton ...... 25 J. McEwan, c Waller, b Brawn ...... 2 W. Edwards, b Mond A. Sommerville, lbw Railton ...... 2 H. Carey, b Mead ..... P. Lamble, b Mead ..... 0 H. Phillips, b Brawn A. Gregory, not out Extras Total ......120 MR. T. H. MEAD'S TEAM. Langley, o Elson, bl Weaser ..... 20 E. Moore, c McEwan, b Sommerville ... .. 23 S. E. Green, c McEwan, b Fowler ..... Major Chitty, c and b Fowler ..... 2 Major Waller, b Weaser..... W. Curwen, c and b Fowler A. O. Brawn, c Carey, b Gregory ..... R. C Barlow, c McEwan, b Weaser..... N. Railton, o and b Weaser ...... 0 Van der Pol, c and b Weaser ..... 0 J. H. Mead, not out Extras...... 2

LATEST STEAMER MOVEMENTS The C. & M. str. Rubi left Manila on the 17th instant, and is due here to-day at 3 n.m. The Bank Line str. Suveric sailed from Manila on the 17th instant, and is due here to-

The P. & O. S. N. Co.'s Candia is due here on the 21st instant, at daylight. The H.-A. Linie str. C. Ferd. Lacisz left | shareholders. Singapore on the 16th instant p.m., and may be Scotland, and that competitor won the prize, expected here on or about the 22nd instant.

COMPANY MEETING.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

The ninth ordinary annual meeting of shareholders of the China Light and Power Co., Ltd., was held at the office of the Company, St. George's Buildings, on Saturday.

Mr. Robert-Shewan presided, and there-were present : Dr. J. W. Noble, consulting committee. Messre. C. A. Tomes, T. Hongh, E. W. Terry, Fung Shui Wah, R. Hancock, H. F. Campbell,

The CHAIRMAN said :- Gentlemen,- We have now to lay before you the reports and accounts made up to 31st July last, copies some time. I pointed out at the last tendance. yearly meeting that Kowloon was doing little more than pay its expenses, and, as you 0 see, the balance from Working Account this year is only \$2,661.37. But this was working with our old steam engines, which had become very costly to run, compared with modern engines. At the same meeting we told you that we were then going closely into the question of alterations and improvements at Kowloon, and the result of this was that we decided to replace the old steam sets by a set of three Westing. mittee and auditors' fees, there remains a house vertical gas engines, each of 150 kilowatts, balance at credit of Profit and Loss Account of and the old switchboard by a new and thoroughly | \$110.64, which with the approval of shareholders up-to-date switchboard. Practically we shall will be transferred to the reserve fund; from have to scrap all our old plant with the exception of one gas engine of 70 kilowatt power, as we can work so much more enconomically with modern gas engines, instead of steam. It is not safe to prophecy, but there is no doubt that these engines will effect a very marked reduction in our last report continued, and cargo was very scarce bills for fuel, which is by far our largest item of expenditure. The first gas engine has arrived and is now in course of erection, and the other two will follow, so we hope to have all three running lines precluding all chance of raising freight before long. Two will be in use and the third will be kept as a spare in case of the breakdown. What we want over there is more work and more consumers to supply. We sold only \$50,- in the Foochow River in February, but the 000 worth of current last year, and could have supplied double that amount with hardly any shore. Soundings indicated one-third of her increase in working expenses. Kowloon is August, growing, and we must bank on that fact and look to the future for our reward We do all we can to increase the number of our customers. was hoped to pull her off by tugs. She went and I am glad to say that there is a steady, if slow, improvement in this respect. As a matter of fact, there is a fair improvement in the number of lamps connected, but the supply of current does not show a corresponding increase owing to the use of the more economical metallic filament lamps which require only about one-third of the quantity of current formerly consumed by the carbon lamp of the

same candle rower. This has not helped to improve our income from the sale of current, but; on the other hand, what is our loss is our customers' gain. We must content ourselves with the hope that the lower cost will increase the demand all round, and thus in time more than effect the present reduction in our bills. We have made a contract for the supply of light and nower to the Kowloon-Canton Railway which will increase our output considerably and leave us a moderate profit if we supply as much as we hope will be required under this contract. But it is not to what we are doing now, but to the future, that we must look, and we have every hope that the expansion of Kowloon will soon begin to make rapid and uninterrupted progress now that. railway communication with Canton seems likely to be an accomplished fact next year. This is about all I can say as to our prospects, but if the next accounts do not show reduced expenses and increased earnings, I shall be very surprised and disappointed. Now as regards our finances. In accordance with the resolutions which were passed at extraordinary meetings. the capital was reduced to \$300,000 by the return of \$250,000 on 50,000 \$10 shares the Court to this reduction we had to have all our assets revalued, which necessitated taking \$150,000 from the reserve fund for depreciation. This left \$250,000 in reserve, which was absorbed by the payment of a bonus of \$5 per share to the holders of the 50,000 Si shares. thus putting them on equal terms with the holders of the 50,000 \$10 shares, payments took up \$500,000 of our cash in hand, leaving \$165,828.43 on 30th June to pay for The K. C. C. opened the season at King's the new plant Even now our present capital is much too large for our earnings. Out of the former capital of \$550,000 the company has now returned \$50,000, so that the actual capital should now be only \$50,000, but the bonus of \$250,000 could not by law be treated as a return of capital, so the capital had to be stated as \$250,000 more than it really should be The present figure will certainly have to be reduced to more reasonable dimensions before we can pay a dividend on it, and it seems to us that the simplest way to do this would Additionssincemade be to form a new company of, \$100,000 and sell out to it, but this is not a pressing matter and may be left for consideration later on when our earnings have reached a point that will warrant the payment of dividends. The balance at credit of profit and loss account of \$50,242,22 we recommend be written off, as it will not be represented in cash when the new plant is paid for, but will really be invested in that plant. Electrical fittings are not good stock to carry, for patents and fashions are continually being improved upon and a fixture that is in good demand one day is unsaleable the next. We have in fact had to send some of our stock to the auction room as the only means of getting something for it. I mention this to explain why we propose to use some

> No questions being asked, the CHAIRMAN proposed that the report and accounts, as presented.

of the balance of \$50,242 22 for writing down

the value of our materials in hand. Before

moving the adoption of the report and accounts,

I shall be pleased to hear any remarks from

be adopted and passed, and that the balance of \$50,242,22 at credit of profit and loss account be written off as follows:—\$22,508 from builings and machinery, \$13,345.57 from lines and 314,388.65 from materials and stores.

Mr. T. Hough seconded, and the motion was agreed to. On the motion of Mr. E. W. TERRY, seconded

by Mr.R. Hancock, Sir Paul Chater, Dr. J. W. Noble and Mr. H. P. White were re-elected members of the consulting committee,

Dr. J. W. Noble proposed, and Mr. Fund SHUI WAH seconded, and it was agreed that Messrs. H. Potts and A. O. D'Gourdin be reelected auditors, ~

The CHAIRMAN-That is all the business, of which have been in your hands for gentlemen. I am much obliged for your at-

### COMPANY REPORT. THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report of the General Managers on the twenty-seventh year's working of the Company, ending 30th June, 1910, is as follows:--

After paying all running expenses, premia of insurance, remuneration to the consulting comwhich, in order to provide for depreciation of the Company's properties it is proposed to take the sum of \$45,110.64. The reserve fund will

then stand at \$185,000. The dopression in trade referred to in the during the first half of the period under review, but since Chinese New Year a distinct revival occurred, though the keen competition on our rates and the high price of coal continuing prevented any marked improvement in earnings. The Haiyang unfortunately touched a rock

damage was not serious enough for repairs to be necessary before her annual docking in

The steamers and other properties of the Company are in first-class order.

The amounts appearing as "Freights Due" and "Accounts Receivable" have since been

Consulting Committee.—The committee now consists of Messrs. J. W. C. Bonnar, R. Shewan and Hon. Mr. H. Keswick, who retire in terms of the Articles of Association, but offer themsolves for re-election.

Auditors.—The accounts for the first six months have been audited by Messrs. W. H. Potts and E. A. M. Williams (the latter acting for Mr. Lowe) - and for the last six months by Messrs. A. R. Lowe and F. Maitland (the latter in place of Mr. W. H. Potts). Messrs, Lowe and Potts now retire, but offer themselves for

Douglas, Lapraik & Co., General Managers.

PROFIT AND LOSS ACCOUNT For the year ended 30th June, 1910. To amount transferred to reserve fund as resolved at last general \*\*\* \*\*\* \*\*\* To exchange account 3,966.04 To auditors' fees .... To remuneration to consulting committee for 12 months 2,000.00 To remundration to general managers for 12 months 10,000.00 To loss on running the Company's steamers during the year ... Lo balance 110.64 \$18,655.62 By balance for profit and less account, 30th June, 1909 1,311.54 By coal account (profit)... y sale of steam launch (profit) ... 404,36 By general interest account ... By interest on mortgages account.

15,950.72 318,655.62 BALANCE SHEET For the year Ending 30th June, 1910. LIABILITIES.

Capital account: - 20,000 shares Reserve fund Underwriting account of the Com-106,073,12 Unpaid bonus Unpaid dividends Sundry account payable ... Profit and loss secount \$1,406,687.60

Value of the Co.'s steamers: — HaiHaiching. Haimun and Hair yang as per last account less amount written off as resolved at

the last general 33,787,00 81,054,000.00

**~ \$1,060,787.22** Value of buoys and moorings at Swatow, Amoy, Tam-

sui and Hongkong as per lest report Less amount written off as resolved at the last general meeting...2,163.33 Sale of old materials. &c. ... 1,109,14 3,272.47

\$28,153.18 Additions -made 5,817.55 Loans on mortgage Hongkong & Shanghai Bank (Current Account)

Coal account, stock in hand

182,000.00 26,806,41 Freights due on 30th June, 1910 53,945.57 Sundry acets, receivable from agencies, &c. Cash in hand ... Unexpired tonnage dues 1,€64,68

2,565,00 \$ 1,406,687,60

573.8**1** 

TO LET

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE,

Apply— THE HONGKONG LAND INVEST-

Hongkong, 1st September, 1910. [89

TO LET.

FFICES-in-Des-Voeux Road, Central,

Apply to-MESSES PERCY SMITH & FLEMING

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on,

ARRATOON V. APCAR & Co...

No. 4, Ice House Street.

14. Des Voeux Road, Central, 1st Floor.

CELF-Contained FLATS, NATHAN ROAD,

TO LET.

C. M. S. PEAK BUNGALOW, MOUNT

FOR SALE .- TOR CREST, at Peak, com-

3rd Floor, Alexandra Buildings.

manding a Magnificent View of the Harbour

TO LET.

MENT & AGENCY CO., LD.

TO LET.

TEW and COMMODIOUS SHOPS.

KOWLOON MARINE LOT 48, Yaumati,

COMPANY, LIMITED.

E. A. & C. F. DE CARVALHO,

14, Arbuthnot Road.

TO LET.

TO LET.

NIO. 21, CONDUIT ROAD, Clifton

Nos. 1 and 2, BOWEN ROAD, lately

occupied as Artillery. Officer's Quarters. Buit-

GODOWNS, 151 to 155, PRAYA EAST.

A HOUSE in Weng Nei Chong Road.

OFFICES in YORK BUILDING.

OFFICES No. 2, Connaught Road, 3rd

No. 10, DES VŒUX ROAD CENTRAL.

SEMI-EUROPEAN FLATS, Praya East;

Also New EUROPEAN FLATS, adjoining

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LD.

HENRY HUMPHREYS,

Alexandra Buildings.

DENNYS & BOWLEY.

TO LET.

TO LET,

AT THE PEAK.

Hongkong, 9th August, 1910. 1922

TO LET.

ODOWN, No. 4, New Prays, Kennedy

Apply-THE HONGKONG LAND INVEST-

Hongkong, 1st September, 1910. \_ [994

TO LET.

TN No. 5, QUEEN'S ROAD CENTRAL.

TO LET.

One GODOWN in MASON'S LANE.

Hongkong, 8th March, 1910.

Hongkong, 4th July, 1910.

NTO. 2, HOLLYWOOD BOAD.

Victoria Building, ROOMS suitable for

DAVID SASSOON & Co., LTD.

ARRATOON V. APCAR & Co.,

14, Des Voeux Road Central.

MENT & AGENCY CO., LD.

corner of Observation Place. The Trams stop

the new Seaman's Institute, Praya East.

Hongkong, 9th September, 1910.

Hongkong, 2nd February, 1910.

For Particulars, apply to-

Frontage. Especially suited for Storage of

Apply to- LINSTEAD & DAVIS.

Hongkong, 17th September, 1910.

Hongkong, 1st September, 1910.

Nathan Road, Kowloon,

Hongkong, 1st December, 1909.

Possession Cheap Rentals.

Coal, Timber, &c.

Apply to-

Apply to-

Gardens.

lst floor.

at the door.

Apply to-

Apply to-

Town.

Possession.

able for Boarding House.

KELLET, Furnished, for 7 months from 1st

Apply to - J. HENNESSEY SETH,

corner of Ice House Street

Hongkong, 2nd June, 1910.

Hongkong, 28th July, 1910.

Hongkong, 2nd July, 1910.

new 5-Roomed Houses.

1 HOUSE in Belilies Terrace.

November, 1910.

and Adjacent Islands.

OFFICE in BEACONSFIELD ABCADE.

No. 57, PRAYA GRANDE, Macao.

Tennis Court.

Apply to-

MENT & AGENY CO., LD.

5, Queen's Road.

MATHEBON & Co., LTD.

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### NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the Jocker Club on the Ground Floor of the Hongkong CLUB ANNEXE, Chater-Road.

Certain improvements and additions to the Private Stand accommodation in the Jockov Club Compound being in contemplation, the plans pertaining to same are open for inspection. at the Club Offices above-mentioned any day between new and the date of the Helf-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed. By Order,

T. F. HOUGH Clerk of the Course. Hongkong, 17th September, 1910. [1074.

GOVERNMENT OF BRITISH NORTH BORNEO.

NOTICE

COPPER COIN.

TAYARNING IS HEREBY GIVEN that a Large Quantity of HONGKONG and CHINESE COPPER COIN is being circulated in the State, and that a Proclamation will shortly be issued prohibiting the circulation of such Coin under severe penalties. The public are reminded that the only Copper Coins which will be received at any Treasury or Government Office are those which bear the North Borneo Coat of Arms

Until the issue of the Proclamation referred to above, foreign Copper Coin, although it will not be received at Treasuries or Government Offices, may be circulated, or paid to any persons willing to receive it.

After the issue of the Proclamation any person, other than a duly authorised Money Changer, found in possession of foreign Copper Coin to the Value of \$5 or upwards will be liable to fine and forfeiture of the Coin.

By Order, A. C. PEARSON. Government Secretary. Hongkong, 17th September, 1910. [1075

#### RECREATION VICTORIA CLUB.

ANNUAL AQUATIC SPORTS.

THURSDAY, FRIDAY AND SATURDAY, 22ND, 23RD AND 24TH SEPTEMBER, 1910.

Commencing at 5 P.M. on THURSDAY and SPECIALLY SELECTED BRANDS OF FRIDAY, and 4 P.M. on SATURDAY. Admission:-Non-members \$1 each day. Ladies (admitted on SATURDAY only) 50 cents. Hongkong, 19th September, 1910. [1073

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

BTEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT MEDITERRANEAN POETS. PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH APRICAN PORTS. THE Steamship

"DELHI," Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st October, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed LEGISLATIVE via Bombay by the R.M.S. "EGYPT, due Session 1909. in London on the 12th November, 1910. Parcels will be received at this Office, until

4 P.M. the day before sailing. The contects and value of all packages are required. For further particulars, apply to E. A. HEWETP.

Superintendeut. Hongkong, 19th September, 1910.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, RORT SAID, SUEZ,

ADEN, BOMBAY, COLOMBO.

PENANG AND SINGAPORE. THE Company's Steamship "AUSTRIA". having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. The Steamer brings Cargo from

Venice ex s.s. "Almissa," "Tebe," and "Meteovich" transhipped at Trieste. Triesto or s.s. "Kouber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before NOON on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 a.m. No Fire Insurance-has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents. Hongkong, 16th September, 1910.

NEW ADVERTISEMENTS

WANTED.

TOUSE at the PEAK.

Apply-CHARI RUMAH, Care of "Daily Press" Office. Hongkong, 19th September, 1910. 11071

HONGKONG CLUB.

THE EIGHTEENTH DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue, S100.00 each) was held in the Hongkong CLUB House, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn

or	Redem	ption:-	<b>-</b>			•
7.7	• 1	313	760	1130	1479	
	35	338	789	1158	1538	
	34	349	794	11 <b>68</b>	1595	-
,	98	466	798	1206	1637	· -
	136	578	957	1233	1694	
•	155	582	952	1313	1740	
	156	608	1018	1340	1766	
<b></b>	188 <b>-</b>	618	1023	_1343_	1784	<u>.</u>
	191	630	1048	1361	1791	
	209	649	1064	1392	1805	
	222	675	1083	1403	1905	
	263	684	1096	1409	1943	
•	287	739	1112	1448	2000	٠
	1 will				GKONG.	A
	ANGHA		NKING	Conrol	LATION,	
. J.1	AHUHA	T 124 M				

FRIDAY, the 30th September, 1910, Exchange for surrender of same. By Order, JAMES CRAIK,

Secretary. Hongkong, 17th September, 1910. | 1072

PUBLIC COMPANY

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETabove Company will be held at the Company's Offices, on SATURDAY, the 24th September, NOON. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co., General Managers. Hougkong, 3rd September, 1910. [1018

VIENNA CAFE CO. (1910) LIMITED' (RECONSTRUCTED).

ROAD CENTRAL, (Opposite Post Office.)

FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE) AFTERNOON TEAS. ICES. REFRESHMENTS.

WINES, SPIRITS, BEERS, &c. AN EXTENSIVE MODERN BAKERY. A FRENCH CHEF.

Hongkong, 23rd July, 1910.

FOR SALE.

DEMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

LET OR SOLD . IN LOTS TO SUIT TENANTS OR PURCHASERS, LOT No. 285

FRONTAGE, DEEP WATER. G. FENWICK & Co., LTD., Engineers, &c., PRAYA EAST, HONGKONG.

EXTENSIVE WATER

Hongkong, 8th June, 1906. **[84-168**] ON SALE.

TONGKONG HANSARD REPORTS the MEETINGS COUNCIL for REVISED BY THE MEMBERS.

PRICE - - - \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

CHEESE

CHOICE

STILTON. CANADIAN

60 CENTS PER LB.

DAIRY FARM CO., LTD.

Y popular English Manufacturers. all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906.

ENTERTAINMENT

THEATRE ROYAL, HONGKONG. FLYING VISLT

ONE NIGHT ONLY. ON WEDNESDAY NEXT, SEPTEMBER 21st. WARWICK MAJOR'S COMEDY CO.

THE EXCRUCIATINGLY FUNNY PLAY "THE NEW BOY." By ARTHUR LAW.

SPECIAL MUSICAL NUMBERS. MISS GEORGIE CORLASS AS "NANCY."

BOOK EARLY POPULAR PRICES ... S3, S2 & S1. Plans at MOUTRIE & Co.

### INTIMATIONS

HONGKONG CLUB.

NOTICE.

N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY. Kowloon, with Gas, Electric Light and the 20th September, 1910, at 5.15 P.M. to Telephone in each Flat. confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club. By Order

JAMES CRAIK.

Hongkeng, 1st September, 1910. HONGKONG FOOTBALL LEAGUE.

ING of SHAREHOLDERS in the FITHE ANNUAL GENERAL MEETING will be held at the Y.M C.A. Rooms, on THURSDAY, 22nd September, at 5.30 P.M. Entries for Leagues 1 and 2 close 22nd Sept. at 5.30 P.M.

F. BROWNE, Chairman, ALEX. P. STORRIE. Hon. Secretary.

Hongkong, 13th September, 1910. | 1052 KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING GODOWN, No. 5A, DUDDELL STREET. of the above Club will be held in the Club House, on TUESDAY, the 27th inst., at 5.15 P.M. Hon. Secretary.

Hongkong, 16th September, 1910. [1067 HONGKONG VOLUNTEER RESERVES

CORPS of RESERVES is being enrolled under the Volunteer Reserve Ordinance, 1910. All British subjects being ex-Service men (including Volunteers) and Civilians wishing to be enrolled under the Ordinance are requested to communicate with the undersigned as early as possible. A. JENKINS,

King's Buildings, Hongkong, 17th September, 1910. [1070] WANTED.

Hon, Secretary.

TOOARD and RESIDENCE for Young Man (19), from Middle of November. Peak or Higher Level. Please apply- "NOVEMBER," Care of "Daily Press" Office.

Hongkong; 12th September, 1910. [1043. CORRESPONDENCE COLLEGE.

THOROUGH Preparation by Postal Tuition for the LONDON MATRICULATION, BAR, LAW, MEDICAL, &c.; also in ENGLISH, MATHEMATICS, &c., by very Successful Teacher. Success guaranteed.

Apply for terms, testimonials and qualifications to-PROFESSOR JOHN P. LONG. B.A.

(formerly Lecturer at the Swansea University College). RICHMOND CORRESPONDENCE SCHOOLS, Alexandra Boad, . St. Margaret's on-Thames,

LONDON. SOCIETE DES PULPES ET

PAPETERIES DU TONKIN. NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (S10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG

CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910. Payment must be made to the Hongkong AND SHANGHAI BANKING CORPORATION. The BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION OFFICES, Hotel Mansions. between SATURDAY, the 1st, and SATUR.

DAY, the 8th October, 1910. The Provisional Certificates may be sent in to Messrs, Lowe, Bingha's & Matthews, St. George's Building, for endorsoment after payment has been made, on surrender of the

Bankers' Receipts. Interest at the rate of 7 per cent, per annum will be charged on all unpaid calls after the 8th October, 1910. For the Board of Directors, T. F. HOUGH.

Hongkong General Purposes Committee. Hongkong, 1st September, 1910.

GRACA & 27, DES VOUX ROAD.

Dealers in ASIATIC POSTAGE STAMPS PICTORIAL POST CARDS. TUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910. Picture and Painting Books, Novels, Postage Stamp Albums with Moveable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c. Inspection Invited.

> TO LET TO LET.

LEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month. For particulars apply to-

DEACON, LOOKER & DEACON, Solicitors, 1, Des Youx Road Central. Hongkong, 22nd August, 1910. [969]

BANKS

TO LET. TONGKONG AND SHANGHAI BANKING CORPORATION. King's Buildings.

PAID-UP CAPITAL RESERVE FUNDS:-STEELING . £1,500,000 at. 2/---\$15,000,000

COURT OF DIRECTORS. G. BALLOCH, Esq.—Chairman. ROBERT SHEWAN, Esq.—Deputy Chairman F. H. Armstrong, Esq. S. A. Lovy, Esq. Andrew Forbes, Esq. F. Lieb, Esq. G. Friesland, Esq. G. H. Medhurst; Esq. Hon. Mr. H. Keswick | E. Shellim, Esq. C. R. Lenzmann, Esq. H. A. Siebs, Esq.

> CHIEF MANAGER: Hongkong-J. R. M. SMITH.

MANAGER : Shanghai-H. E. R. HUNTER.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

On Current Account at the rate of Two per cent, per Aunum on the daily balance. ON FIXED DEPOSITS. For 3 months, 2½ per cent. per Annum. For 6 months, 32 per cent. per Annum. For, 12 months, 4 per cent. per Annum. N. J. STABB.

Hongkong-Interest Allowed.

Hongkong, 26th August, 1910. F [18 THE CHARTERED BANK OF INDIA

Acting Chief Manager

TOS. 19 and 23, SHELLEY STREET. AUSTRALIA AND OHINA. INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE-LONDON. No. 9, BEACONSFIELD ARCADE (Shop).

RESERVE FUND .......£1,600,000 RESERVE LIABILITIES OF PROPRIE-TOES..... £1,200,000 INTEREST allowed on Current Account

at the rate of 2 percent. per annum on the Daily halances. On Fixed Deposits for 12 months 4 per cent

WM. DICKSON, Manager. Hongkong, 27th April, 1910.

EUTSCH-ASIATISCHE BANK. THE HONGKONG LAND INVEST-CAPITAL FULLY PAID UP...Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAI.

> Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohams, Singapore.

BOARD OF DIRECTORS, JERJAN.

Area 85,200 square feet with 255 feet Sea Founded by the following Banks and Bankers:---KORNIGLICHE SERHANDLUNG (PREUSSISCHE STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLSCHAFT

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> BANK, MUENCHEN. LONDON BANKERS: Mesero, N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted, A. KOEHN.

Hongkong, 4th December, 1907. THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,000 Subscribed ... ... 1,125,000 PAID-UP ... ... in ... RESERVE FUND ... · BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS:

For 12 months ... ... 4 per cent. ,, ... ... 3½ per cent... 2½ per cent. THE FIVE ROOMED HOUSE, known EVAN ORMISTON. Bicton," situate on Plantation Road. Manager. Hongkong, 26th April, 1910

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CAPITAL PAID-UP ..... Yen 24,000,000 HEAD OFFICE-YOROHAMA.

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Kobe HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 4 % per annum OLD BAILEY. Immediate TAKEO TAKAMICHI.

Hongkong, 14th March, 1910.

Lioyang

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Tieling

Reservo Fund \$31,000,000 HEAD OFFICE: AMSTERDAM RESERVE LIABILITY OF PROP'TORS \$15,000,000 HEAD AGENCY: BATAVIA: LONDON BANKERS

> Swise Bankvebein. BRANCHES AND AGENTS all over the

THE WILLIAMS DEACONS BANK,

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Authorised Capital Fl. 15,000,000 (£1,250,000)

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Subscribed Capital Fl. 12,378,100 (£1,031,500)

(NETHERLANDS INDIA COMMERICAL BANK).

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent, per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum

do. C. WOLDRINGH, Manager, No. 16. Des Voux Road Central. Hongkong, 4th August, 1909.

THE BANK OF TAIWAN, LIMITED, (INCORPORATED BY SPECIAL IMPERIAL

CHARTER).

Capital Subscribed (paid up) ... Yen 6,250,000 

HEAD OFFICE: TAIPEH, FORMOSA. BRANCHES AND AGENCIES: Swatow Amoy

l'amsui Kobe Tčkyo Nagasaki Canton Yokohama Osaka Foochow Shanghai Keelung

HONGKONG OFFICE: 3, DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application D. TOHDOW, Manager.

Hongkong, 12th September, 1910. INTERNATIONAL BANKING

CORPORATION. CAPITAL PAID UP ... ...

Gold \$3,250,000 RESERVE FUND Gold \$6,500,000 . (about £1,500,000.)

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THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES AND AGENTS ALL OVER THE WORLD.

NATIONAL PROVINCIAL BANK OF ENGLAND, LD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 41 per cent. per annum, For 6

No. 9, Queen's Road, Central. Hongkong, 17th August, 1910. HONGKONG SAVINGS BANK.

L conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 per cent. per annum. Depositors may transfer at their option

balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION. N. J. STABB,

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N.S. MARSHALL, Manager,

THE Business of the above Bank is

Acting Chief Manager. Hongkong, 16th July, 1910.

LABUAN COAL.

BRADLEY & Co., Agents. Hongkong, 12th August, 1909.

MITSU BISHI GOSHI KWAISHA.

HEAD OFFICE:-MARUNOUCHI,

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for healthy development in infancy, for rebuilding strength in weakened systems, and for the preservation of old age in usefulness and vigour.

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### NOTICE

Establishment will be CLOSED at 5.80 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

Hoosain-Ali & Co., No. 14, Queen's Road Central. Hongkong, 5th September, 1910.

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of the World.

DO MEN LIKE WORK?

"Every man to his job. If it's really your job you will like it. You must; you can't help it. God made men so."

So says, in Mr. Locke's latest novel, the humorist (Simon the Jester) out of the quagmire into which jesting has led him. The saddened me. Everybody turns up, sooner or bill might be postponed. later, on the terrace of the House of Commons, The Governor took this opportunity of and latterly it was my chance to meet there saying that he was wrong when, during the that veteran of letters, Mr. W. D. Howells. Ho discussion last week, he ascribed to Mr. was talking of his journey—a slow cross. Shelford a statement that Iccal firms did not ing, but he had brought some editorial work know the details of the distribution of the along with him. "Just enough to be a pleasure," secret rebate. The statement was made by

printer's case." I remembered then that the famous novelist the duty of \$100 on bills of lading would apply had printed books before he wrote them. "But," to small shipments of, say, one case of beaus. said I, "do you mean that all manual labour of There were many such small shipments to India. that class is disagreeable?" "I certainly found The Attorney-General was understood to say it so," he said. The other man was more that, as the bill stood at present, the tax would emphatic. "You may take it from me, out of apply to all shipments. my own experience, that all the hands in all fac. On clause 7, which provides for exemptories are simply counting the minutes till the | tions from the tax, Mr. Darbishire pointed clang of the bell."

Now, it is quite clear to me that both these men, who by their own determination and agent of a stramship owner. There were firms ability rose out of manual labour, disliked it in the Straits who were agents for conference clear that when once Mr. Howells had got to his own job he did it with pleasure. Nothing would persuade me that he did not enjoy writing about Silas Lapham, just as the artist really enjoys painting a successful picture—lacking only the artist's almost physical pleasure in the actual handling of his tools. But how about the others—those who do not rise out of manual labour or whatevery other form of employment may be considered as a drudgery?

### IS MODERN WORK SLAVERY?

For this is the real question—raised in my mind by Mr. Howells and his friend: Under modern conditions do men as a rule dislike the work they have to do! Is the world full of factory hands whose only interest in their working hours is to anticipate the end of them? It is a very grave question for society, and I, knowing little of industrial life, the prevalent a few considerations as to the answer.

near to kill themselves in collating texts, spending long hours comparing with infinite minuteand seeing the work (in an expressive Gaelic | criticism. phrase) "put from him." But I suppose that if | "Rather let us strive towards emphasis of our lives, if the Kerry boy had been going to dig all merge our healthy national characteristics." himself with his job?-that is the test. Can be | will find in this phrase the meaning he desires. interest himself in it as undoubtedly a farm

#### it is nothing but a slavery. THE MACHINE-MINDER.

I can readily imagine a workman taking pride through the whole of his life in making boots indeed, no artist has ever talked to me with more enthusiasm of his own craft than a skilled bootmaker. I can understand a cobbler cobbl ing continually to the end of his days, for every boot to be patched offers a new problem. But to spend one's life tending a machine which punches out this or that part of a boot is a very different story. Doubtless a man can reconcile himself to mere mechanical labour-if through industry there is a chance of promotion. Yet even this, the poorest of all inducements, is often lacking: the worker is held to duty by bare necessity, by the fear of losing his job—which is his job only because he happens to have got it which a thousand others could do exactly in the same way and with exactly the same prospects. Such men do not and cannot like work, and, often through no fault of their own, they are a canker on society.

Again, the man who likes work of a certain kind may not like too much of it. My Kerry lad would have dug twelve hours any day for a wager on an emergency. But if offered high pay for ten hours' digging daily he would very likely have thrown up his job after a time-exhibiting that improvidence of the working classes which prudent gentlemen declaim against in Parliament and elsewhere. I have often thought it would be well if members of Parliament were forced to realise by a brief personal experience what the elementary forms of

manual labour mean. Now, of course, the work on a farm is a year's long series of different operations, some revoltingly laborious, others even pleasurable. Such work is human, and it dignifies. But there are and probably must be in factories thousands of tasks which preclude the idea of pleasure or interest to the worker. Modern life with its specialisation has produced a monotony unknown in the older, simpler, yet, far more varied world. Ideally speaking-t at is, with a view to the advantage of the State and the. race—the performance of such tasks should be strictly limited in time and the pay high. There ought to be leisure to compensate for the tedium and money to give chances. Any form of work which has possibilities of advancement in it may be likeable, even lovable, if not for itself, then for what can be seen growing out of it-marriage, the adornment of a home, the means of education The ideal State is one in which every man will have the chance of finding "his job"—the work which he must like because "God made man so: " and in which there, will be as few as possible of those, tasks which almost inevitably condemn workers to be for ever " counting the minutes till the clang of the bell."—M. P. in the Daily Mail.

### THE STRAITS SHIPPING BILL

The Freight and Steamship Bill was taken in committee at the last meeting of the Legislative Conneil at Singapore.

Mr. Darbishire asked to be allowed to say that he objected to the bill in tolo and he did not therefore desire to waste the time of the Council serious and single-minded person who helps a by making a great many suggestions on the various clauses. At the same time, it was unfortunate that Mr. Fort was not present, because sentence brought back sharply to my mind a he would no doubt have had something to say conversation which had surprised and a little | on legal points, and it was one reason why the

I said. "Ah," he replied, "is work ever a pleasure, "No," struck in another man at the table, "it is always a slavery." I appealed to Mr. Howells. "I know what he means," he said. "I've done that kind of work.—When? At the ment at the time, and he was right.

On clause 3: Mr. Darbishire enquired whether

out that the interpretation of a steamship owner was that he was a person acting as an because they were conscious that it was not lines, but who had nothing to do with a pre-"their job" (in Mr. Locke s phrase), and equally ferential rebate or the steamship owners in any Would they be exempt

The Attorney-General said such persons would be able to have their names published in the Gazette under the prescribed conditions of

Dr. Galloway raised a point, on clause 9, with regard to the legal right of the shipper to recover his percentage of freight. After some discussion, the Governor said it was desirable to hold over this clause for consideration of the point raised. The rest of the measure passed through committee, but the bill remains in this stage for further consideration of clause 9.

### THE GERMAN CROWN PRINCE.

SPEECH ON THE DESTINY OF THE GERMANS..

The German Crown Prince, is, to use a German phrase, for the great majority of his type in modern communities, can only suggest future-subjects, "an unwritten page." He gave a. momentary significant indication of his views In the first place, there is no drudgery, intel- on Germany's proper place in the community of lectual or physical, that men will not do with nations in a brief speech which he made last appetite if it is "their job." Upon this I wholly month on the occasion of his installation as agree with Mr. Locke. I have seen scholars go "rector magnificentissimus" of Köenigsberg

Speaking as a young man, he urged the ness two copies of the same manuscript, and en- university authorities to point German grossed by their task to the point of forgetting | youth along the "path which will enable food, sleep, rest, everything; and this without | the German people to take up among the hope of reward, without any real thought of nations that rank to which her intellectual and reputation. Again, I have seen an Irish peasant | material power and might by right entitles her. (lazy enough over his proper business about a We can benefit in other ways," the Crown Prince house and yard) turn to when he got spade or went on, "by recognising the failures and shortpickaze in hand, and work as if a demon pos- comings of our country. Perception of these too sessed him, in sheer love of feeling his muscles leasily leads to half-heartedness and fruitless

the scholars I speak of had looked forward to national identity in opposition to that internanothing else but collating manuscripts all their | tionalising movement which threatens to sub-

his days, they would have gone about their tasks | The Berlin correspondent of the Times without much gusto. Variety is needed to main-. says :- The speech of the German Crown tain interest. On a farm (where scythes are still Prince at Königsberg University has proused) mowing is admittedly the most exhausting | duced a considerable amount of comment in the labour; yet Tolstoi, in a famous chapter of German Press. The speech is looked upon as "Anna Karénina," has shown with truth as well being the Heir Apparent's first public expresas beauty how it is a kind of festival employ- sion of opinion, and as such meets with, on the ment gone about in gaiety of heart. No one whole, favourable criticism. The Liberal and can have worked with harvesters and not felt Radical Press, however, regrets that the Crownsomething of the spirit of a game or a battle in Prince did not make use of less indefinite that yearly rush of labour. But the operative expressions, and is at a loss to understand in a cotton mill, I fancy, knows no seasons; exactly what he meant by "efforts towards there is no completion of a stage, no feature in internationalization." These critics fear that the work. Or is there? Can a man identify each one, including the Chauvinistically minded,

The Conservative journals, on the other hand, labourer does in the growing and gathering of rejoice that the Crown Prince should have laid a field of potatoes which he has helped to set, emphasis upon the prime necessity for the though whether the crop-be good-or-bad makes German people of preserving their national no difference to his wage? Save on these con- | characteristics and assure him that this additions the worker can have no pride in his monition will find an echo among all Germans work, and when you kill a man's pride in his job | who are imbued with national sentiment.

### IRISH PROFIT ON TAXATION.

IRELAND PAYS £8,355,000-IRELAND RECEIVES £10,712,500.

A Government return was issued last month to show the proportions of revenue paid by England, Scotland, and Ireland, and the proportions of the benefits received in public grants, payments of Civil Servants, law charges, old-age pensions, and other items of local expenditure:-

Contributed for Local Expenditure. Revenue. £49,136,000 £105,974,500 England ... £14,138,000 ... –£7,450,500 £8,355,000 ... £10,712,500 It will be seen that Ireland makes a "profit' of £2,357,500 out of the transaction, while England and Scotland "lose" £56,838,500

£6.**6**87,500. England las really the greatest "financial grievance" if the percentages of revenue contributed and of moneys returned for local expenditure are considered, thus:

England. Scotland. Ireland. Per cent. paid of all

Per cent. received of 73 ... 11.07 ... 15.9 local expenditure Ireland's large share of old-age pensions last year is responsible for much of her advantage. She received more than one-fourth of the total cost of pensions, or £2,443,000, of £8,496,000. England had only £5,564,000 and Scotland

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Cure for Gout. Rheumatio Gout and Gravel. Effective Aperion's

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KGAMA

P.

STEAMERS Austria, Austrian str., 4,871, G. Raicich, 16th Sept.—Singapore 10th Sept., General— Sander, Wieler & Co.

Borneo, German str., 1,344, S. Sembill, 13th Sept.—Sandakan 8th September, Timber— Bujun Manu, Japanese str., 1,300, Y. Fuseno,

11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha. CHEONG SHING, British str.,--V. Liddell 14th September—Tientsin 6th Weihaiwei 7th and Chefoo 8th September, General-Jardine, Matheson & Co.

CHENAN, British str., 1,350, Lloyd Jones, 11th September-Shanghai 8th Sept., General-Butterfield & Swire. CHIYUEN, Chinese str., 1,177, C. Stewart, 12th

September-Shanghai 9th Sept., General-C. M. S. N. Co. CHOWTAI, German str., 1,134, Herjanga, 11th September-Bangkok . 5th Sept., Rice-Butterfield & Swire.

COWRIE, British str., 3,055, J. Fallas, 7th Sept -Singapore 1st Sept., Kerosene Oil-Asiatic Petroleum & Co. FOOSHING, British str., 1,423, T. Lishman, 15th

Sept.-Java 6th Sept., Sugar-Jardine, Matheson & Co. HAIMUN, British str., 641, A. H. Stewart, 14th Sept.-Foothow and Swatow 13th Sept., General—Douglas, Lapraik & Co.

HSIN CHANG, Chinese str., 1,258, W. Jamieson, 16th Sept.-Chefoo 10th Sept., General-C. M. S. N. Co. KIANG PING, Chinese str., 1,222, H. Udden,

5th September-Chinking 30th August, General-Tung Lee & Co. Kumchow, British str., 1,460, J. D. Martin, 27th August-Saigon 23rd Aug., General -Ying Sang & Co.

LAERTES. British str., 1,340, H. C. D. Frampton, 11th Sept.-Saigon 6th September, General-Wo Fat Sing. Laisang, British str., 2,225, E. J. Tadd, 12th

September-Singapore 6th Sept., General -Jardine, Matheson & Co. LENNOX, British str., 2,361, D. Reid, 1st Sept -Keelung 30th Aug., General-Dodwel

Loksang, British str., 975, G. H. Bowker, 15t. Sept.—Shanghai 10th and Swatow 14th · Sept., General-Jardine, Mathason & Co. MEEFOO, Chinese str., 1,339, Froberg, 911 Sept.—Shanghai 4th September, General—

C. M. S. N. Co. PANAMA MARU, Japanese str., 3,756, K. Muto, 13th Sept. - Manila 10th Sept., General-Osaka Shosen Kaisha.

Petchaburi, German str., 1,374, C. Gesewich, 11th Sept.—Bangkok 4th Sept., Rice, Meal and wood-Butterfield & Swire. Prometheus, Norwegian str., 1,024, Kerneliensen, 15th Sept.-Manila 12th

September, General—Aagaard, Thoresen RAJABURI, German str., 1,189, H. Bremer, 15th Sept.-Hoihow 14th Sept., Rice-Butter-

SHANTUNG, German str., 1,000, H. Oltmanns, 15th Sept.—Bangkok 6th Sept., Rice and Teakwood -- Butterfield & Swire.

SHIBETORO MARU, Japanese str., 2,479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal-Osaka Shosen Kaisha. SPIR. Norwegian str., 671, Solum, 14th Sept.—

Quang Chow Wan 12th September, Salt-Aagaard, Thoreson & Co. TAMING, British str., 1,350, G. H. Ponnefather,

and General-Butterfield & Swire. 82.5 ... 11.01 ... 6.5 Tenyo Maru, Japanese str., 7,265, W. C. T.

September Swatow 2nd Sept., General Maru, Wraycastle, Segovia. Butterfield & Swire. VESTFOLD, Norwegian str., 1,172 Berfelsen,

15th September - Bangkok 8th September, Rice-Chine-Siam Steam Nav. Co.

WUHU, British str., 1,227, A. Lucker, 4th September-Shanghai 31st Aug., General -Butterfield & Swire.

SAILING VESSEL. ABROW, British barque, 2,971, McIvor, 20th May-Anjer 8th April, Kerosene Oil-Standard Oil Co. DRUMELTAN, British 4-masted barque, 1,799, Swatt, 27th August-Menado 30th July,

Ballast—Standard Oil Co.

### VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Prinz Eitel Friedrich, carry ing the German Mails with dates from Berlin of the 24th ultimo, left Singapore on the 16th instant, 3 p.m., and may be expected here tomorrow 3 p.m.

THE INDIAN MAIL. Mr. W. Lazan The Apear str. Gregory Apear from Calentta left Singapore on the 14th instant morning, Dr. O. Marriott and may be expected here to morrow.

THE AMERICAN MAIL. The str. Korea sailed from Yokohama 10th instant en route to Hongkong, and is due to arrive at this port on the 23rd inst.

The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

THE AUSTRALIAN MAIL The E. & A. str. Aldenham left Sydney on the 31st ultimo for Queensland Ports, Manila

and this port. The N.Y.K. str. Nikko Maru (Australian Line) left Thursday Island for this port via | Mrs. W. S. Gillis Manila on the 15th instant, and is expected Mr. J. Griffin here on the 26th instant.

THE GANADIAN MAIL. The C.P.R. Co.'s str. Empress of Japan left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

MERCHANT STEAMERS The Apear str. Japan from Shanghai and Kobe left Moji on the 16th instant morning and may be expected here to-morrow. The Mogul Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on

The Bank Line str. Kumeric sailed from Yekohama on the 12th instant for Hongkong via ports. The "Ben" Line str. Benvenue trom Mid-

the 3rd instant.

dlesbro', Antwerp and London left Singapore Miss Leland on the 13th instant for this port. The N.Y.K. str. Kitano Maru (European Line) left Yokohama for this port via Kobe,

Moji and Shanghai on the 14th instant, and is expected here on the 26th instant. The N.Y.K. str. Bombay Maru Bombay Line) left Bombay for this port via Colombo and Singapore on the 10th instant, and is

expected here on the 28th instant. The O.S.K. str. Seattle Maru left Tacomo, Wash., for this port on the 20th ultime, and is expected to arrive here on or about the 27th

STEAMERS PASSED THE CANAL. August 26th-C. Ferd. Lacisz, Hudson Nippon, Palawan, Amiral Exelmans, Indra deo. 30th Benalder, Prinz Eitel Friedrich, Soyo Maru, Wyneric. September 2nd—Benledi, 16th September-Manila 13th Sept., Hemp | China, Keemun, Moyune, Occanien, Peshawur, Tango Maru, Pacifique. 6th-Monmouthshire, Mr. H. Leynard

Theseus, Armenia. 9th-Borneo, Polynesien, Mr. & Mrs. A. C. Logan Mr. J. W. Wilson S. Filmer, 14th Sept.—San Francisco via | Priam. 13th-Aragonia, Astyanax, Ghazee, Ports 16th August, General-Toyo Kison Silvia, Yorck. 16th-Atsuta Maru, Cardigan. Mr. & Mis. Crew chire, Dumbar, Japan, Kamo Maru, Lacrtes, Mr. J. A. Hamilton Tientsin, British str., 1,227, F. Boyd, 3rd | Perseus, Prinz Ludwig, Scandia, Sikh, Wakasa | Mr. and Mrs. Emzm Mr F. Sankson

> Sept. 16th-Brasilia, Machaon, Memnon' Arabia, Sithonia.

ARRIVALS AT HOME.

# VISITORS AT HOTELS.

Mr. J. I. Andrew

Mis. A. Baldwin

Mr. W Downie

Mr. W. Hall

Mr. A. Heise

Hewett

tisa G. M. Huks

Mis. C. M. Jack

Mr. W. Jackson

Mrs. S. M. Ehu

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Mr. H. Hulen

Ehrenf ls

Mr. R. Cary

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"SQUARE BOTTLE:

WHISKY.

Hongkong Horet. Mr. R. S. MacDongall Mr. J. H. Backhouse and servant Miss K, A. Massey Mr. H. Van Meine Mr. John Morecki Mr. M. R. Coleman Mrs. J. G. Minor Mr. J. H. Dorian Mrs. K. Minor Mr. A. B. Moulder Mr. and Mrs. H. C. Mr. and Mrs. F. D. Northgombe Mr. E. H. Ray Mr. H. G Fisher Capt G A Forsaith Mr. B. K. Rodger Mr. H. H. Solomon Dr. and Mrs. A. D. Mr. V. Goulbourn Capt. T. P. Hall-Sralding Mr. J. Spittles Mr. T. L. Harriot Miss A. Equare Mrs. M. L. Thompson Mr R. W. Hazea Mrs. & Niss Thomsen Mr. W. W. Trautschold Hon. Mr and Mrs. E. A

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Mr. Emil Ganz \* Mr. & M s. B. Goodrick Mrs. I. A. Nozon Mr. & Mrs. B. A. Packard r. Robert W. Gillis Miss D. Packard Mr. Packer Capt and Mrs. W. O. Miss S. L. Griemghor Passmore Miss F. Herndon Mrs Porter Mrs. J. C. Herndon Mr. and Mrs. E. R. Mr. E. Rigold Mr. W. R binson

Master Fibburd Miss Rooch Mr. Rossum Mr. & Mrs. C. R. Hotne Mr. E. A. Smith Mr. E. E. Smith Mr. E. Husebelle -Mr-&-Mrs-E-J.-Huit- Mc.F. B. Stamm Mr. & Mrs. G. S Stamp Miss F. Stamm Mr. A. S. Isball Mrs. M. C. Stoddard Mr. & Mrs. H. Kay Mrs. Vail

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Mr J M. McHutchon Mr. & Mrs. J E. Burgess Mr. E. J. Coapman Mr. C. M. Meyer Mr. K. S. Morrison Mr. Cocker Mr. P. S.d nham Dixon Mr. & Mrs. D. E. Donnelly Mr. Wm. Pittendrigh Mr. J. G. S. Gausden Mr. & Mrs. G. Gordon Mi. C. L. Gorham Mr. H. Heffman Mr. W. H. Tindal King

Mr. W. F. Brower

son and child Dr. F. Keyt

Mr. J A. Offer Mr. & Mrs. G L Platt Mr. J. Rebertson Mrs. G Sachse Miss K. Sachso Capt. & Mrs Schultzen Mr. & Mrs Tibbs Mr. B. Webb OBJENTAL HOTEL. Mr. Lennox, Consul-Hustards & child Mr. F. T. Shostell Mr. & Mre. R D. John- Capt. and Mrs. A. H. St:wart & child

Mr. A. Storcie

Mr. R. P. Taylor

# Healthy Children

Can only be reared by giving suitable nourishment. If unable to feed your child, the proper substitute is a food that corresponds in all respects with human milk. The "Allenburys" Milk Foods are so prepared as to remove the difference between cow's milk and human milk, and are most easy of digestion. They are alike suitable for the delicate and robust, and, when used as directed, form the nest means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the natural food without fear of causing digestive disturbance.

# The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months.

MILK FOOD No. 2.

From 3 to 6 months.

MALTED FOOD No. 3.

A Pamphlet on Infant Feeding and Management, Free.

# The Cigarettes of Distinction

Bouton Rouge Felucca



UXURY TO THE MAN TASTE

IN 50's & 100's



SHARES. STOCKS EMENTS FINGAPORE, September 8. COMPANIES. RUBBER

		KOE.	DEDEC O				
Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, August 10.	Dividends sl	ar value each are £1. Calis aid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, August 10.	Dividends
		-					
		(					
	Alor-Pongen			fy. paid	Malacca Ordinary		
15/ paid	Angio-Johore			2/ fy. ",	Merlimau Merton Syndicate	71.	101000
fy. " 2/fy. "	Anglo-Malay	1.4.6	25% '10	fy n	Mount Austin		
17/6 ,,	Bakap		(1000	2/, fy. ,,	Narborough Est	•	
fy "	Bantong	17.0.0	35% '10	-14/ ,	North Hummock	•	10% int. '03
		<u> </u>		2/ fy. ,,	Padang Jawa Pandan Johore		
fy. ,, }	Batu Kawan	1.		2/ fy. ,,	Pataling		50% 10
fy. "	Batu Tiga Beranang Selangor	5.10.0		fy,	Pelepah (Johore)	- 100	424% '09
2/, 1/ ,,	Beranang Selangur Bernam Perak		3% '09	fy.	Perak Peneiro Est	1	421% '09
15/ ,, fy. ,,	Do. Ordinary		101101	10/ 5, 12/6 5,	Prye		10% '00
fy. "	Bidor		141111	17/6	- T3-4C		
12/6 n. J	Blands Selangor		,,,,,	. 12/6 ,	1 14011110101	10/6 pm	
2/ fy. ,,	Bukit Cloh		444941	2/ fy. ",	Rim R. Est. of Krian		
2/ fy. " fy. ", }	Bukit Kajang	3:0.0	·	2/ ty. 19	R. of Johore	-	*****
15/ "	Dukit Rajang	2.10.0pm		fy.	Sagga	15,15.0	101711
2/ fy. ,, }	Bukit Mertajam			fy.	Seafield	. 7.10.0	15% '09 75% '10
Options J	Bukit Rajah	17.0.0	150% '09	2/fy. ,	Selangor Seletar Rubber	3.5.0	10/6
fy. paid 2/ 9/ ,,	Bukit Selangors "	6.0.0		£1 fy. ,,	Sempah		*****
fy. "	Castlefield		***************************************	16/ ",	Sendayan	2.2.6 pm	121% '09
8/ 1,	Chankat Salak R. and Tin		++++	fy. "	Seremban	•••	
2/ <b>fy</b> . ,,	Chersoness	4/3	* ******	ty,	Serangoon Shelford	3.10.6	10% '10
5/ ,,	Cheviot	••		2/, 1/ ,,	Siginting (N. S.)	• • •	****
2/, 1/6	Chota Rubber Cicely Ordinary	2.6.6	135 '09	fy. ,,	Singapore Para	3.7.6	719/ 700
2/ ty. ,,	Preferred	2.6.6	140 '09		Ct-sthering D	5/-	71/2% 209
2/fy. ,, 2/fy. ,,	Consol Malay	1.9.0	80% '09 50% '09		Sungei Bahru	***	
fy. ,,	22012141	8.17.6	50% '09	fy.	Sungei Uhoh	5.0.0	2000
fy. ,,	Dennisto wn Enba. Selangor	15/8	15% '10		Sungei Kapar	16/-	321% '09
2/ ty. 11	Fed. Selangor		125% '09		Sungei Kruit Sungei Liang	8.00	1 *************************************
_2/1/6	Gna Kee R. Est.	=	*****	12/6 ,,	Sungei Salak	4.2.6	14411
15/ 11	Garing (Malacca)	6.2.6	25%'09	fy	Sungei_Way	6.5.0	*****
fy. "	Golden Hope		30% '09	15/ ,,	Tangkah		
£1 fy. "	Gula-Kalumpong		10% '10	1y. ,, 7/6 ,,	Third Mile	•••	***** elig
fy. "	H. and Lowlands	6.5.0 16.10.0	10% '10		Tremelbye		
fy n	Inch Kenneth Johore Para			15/ ,,	Utd. Sua Betong	***	*****
15/ .,, 10/ .,,	Johore R. Lands		*****	2/ fy. ,,	Val d'Or Est	2.5.0	250% '09
$-\frac{10/n}{12/6}$	Jong-Landor	•••	40% '09	2/ fy. ,,	, valuation osa	2.0.0	
fy. "	Jugra (Ordinay) Jura Estates	••	20/6		Trust and Finance	•	
17/6 "	K'pong Kuantan			1	Companies.	1	•
2/ fy. " 2/ l/ "	Kamuning "A"	6/- pi		5/ paid	-Anglo-Straits R. T		******
2/ fy. "	Do. "B" Kapar Para	10.0.0	10% '09	i 10/	} - Eastern Internat. Trust		
fy. ,,	Kellas	***		Options	J i		
fy. ,,	Kepong	•	*****	5/ paid 10/	Mid-East Invest		20% '09
7/6 ,,	Killinghall	•••	*****	Options	Rubber Plants. Inves. Tr	ust	20% '09
2/ fy. "	Kinta Kellas . Klanang		45% '09	10) paid	[ . = ++ . +	•••	******
ty.	Klian-Kellas	***!		15/ ,,	Strait. M. & Trust		44141
2/ 1/ " 2/ 1/ "	Kota Tinggi	3,-	*****		India, Ceylon, Borneo	),	-
10/ "	Khota Tampan	[		1.70	Java and Sumatra.		
fy- n	Krubong		unu		L. J. Tarra		
16/ "	Kuala Klang		209' int '00	fy. paid	Anglo-Java Asahan (Sumatra		
fy. ,,	Kuala Lumpur	9.0.0	30% int. '09	fy. ,,	Bangawan R.		4 00 0 7 1
2/fy. "	Kuala Pahi Kuala Selanger	***	1,144	17/8 "	Beaufort	* i	******
2/ fy. " 2/ fy. "	Labu	16/9	, 25% '01	12/6 ,,	Central Sumatra Indian Peninsula	•••	
fy. "	} Lanadron	6.12.6	271% '0	0 15/ "	Java Amalgam	••••	
15/	<b>}</b>	5.0.0 p 4.0.0	1111	c "	Kimanis		*****
·fy. ,,	} Ledoury	2.10.0p	m 17½% '0	I 1410 18	· Langkon		
7]6 ,, 15/ ,,	Londu	•••	44100	fy. "	- Manchester Nirmala (Java)	444	410110
2, fy. "	Linggi	2.15.0	50% '1	0] fy. "	Pontianak		1
2/ fy. "	London Asiatic Lumut Est:	27/6		2/ fy. ",	Sumatra Para	•••	121%
2/ fy	Madingley Est		*****	10/ ,,	Sumatra Props United Sordang	6.15.0	5% 0
2/ fy. " fy. "	Malacea 74% Cum. Part	ici-	10 - 70	9 2/. fy	Utd. Sumatra	10/6	1,00

# INSURANCE

TORTH BRITISH AND MERCAN-WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. POTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

Authorised Capital ... £6,000,000 Subscribed Capital ... 3,275,000 Paid-up Capital ...... 1,212,500 11. Fire Funds ...... 3,488,136 The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 19th July, 1910.

### DENTISTRY

DR. M. H. CHAUN. -DENTAL SURGEON, 33. QUEEN'S ROAD CENTRAL.

ST FLOOR, ROOMS 2 and 3. From the 1 University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910. [1022]

CIEN TING

SURGEON DENTIST. No. 10, D'AGUILAR STREET

TERMS-VERY-MODERATE.-Consultation Free. Rongkong, 21st September, 1905.

### CO... 19, QUEEN'S ROAD CENTRAL.

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### SINGON & Co.

TRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37 HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515.

AVERAGE MARKET PRICES. September 15th, 1910.

The Prices are given in Dollar Cents. BUTCHER MEAT. Mark Mer Lung Pà Yuk-Beef, sirloin Shin Ngau Yok-Roast Beef... , 22 MA Ngau Nam-Breast of Beet ... " Tong Yok-Beet for soup ...... NA Ngan Yok Pa-Heef Steak ..... Ngau Yok Ch'ong-Sausages ...
Ngau No-Bullock's Brains set ind Ngan Lao - Best Steak, Sirloin 1b. 80 Ngau Le-Bullock's Tongue,

HAM Ngau Le-, corned ,, 63

HAM Ngau Tau-Bullock's Head ... 85 A Ngau Sam- " Heart. .. 1b. 13 Man Mgan Kin-Boef Hump, RA Ngau Mei-Bullock's Tail ..... , 18 HA Ngan Kon -Bullock's Liver ... lb. 12

H4 Ngau T'o-Bullock's Iripe, man Ngau Tsai T'au Kak-Calve's Your Tau-Sheep's Hond&feeteso 50. Yong Sam—Sheep's Heart each 6 Yong Iu—Sheep's Kidneys... each 9 时本 Yong Kon—Sheep's Liver ..... ib. 24 四雅 Ch Kök—Pig's Feet ...... each 12 Ch No-Pig Brains ......per set 21

Chi Tsap-Pig's Fry ...... lb. 25.

Chu Pau-Fig's Hoods...... 15 Chd Sam-Pig's Heart ..... 13 Chu Tsai-Sucking Pigs (to 清华生 Shang Ngau Yau—Beef Suet , 20 清华生 Shang Yorg Yau—Mutton Suet 22

BRIF Ngan Lap Ch'ong-Veal . " " POULTRY. Kai Tsai-Chicken ..... 

機水域實 Sang Shong Shou Ap→ Wild Duck pair Ap-Ducks ..... lb. 20 Kal Tan-Hen's Eggs ......doz., 24 LA Lo Nam Kai-Fowls, Hainan , 80 数法上 Shong Hoi Ya Ngon - Gueese,

Spanghai..... pair Pak Kop-Pigeons | Canton each Hoihow Ga To Tsai—Hare ..... Hell Shin Kai-Pheanant..... Cha Ku-Partridge .....each -金花禾 Wo Fa Tsök—Rice Birds ... dos. -Sa Ta'ci—Snipa.....each 24 企業大 Fo Kai Kung-Turkeys, Cock lb. 65

在 Fo Kai Mo-Turkeys, Hen ... ... 45

Fun. Mm Kai Yu-Barbel ...... 9 Pin Yu-Bream ....... y 17 ARE Tam Shou Yu-Canton Fresh water Fish 20 Le Yu-Carp........ , 18 Man Yu-Cat Fish....... , 11 Man Yn-Codfish ....... Hai-Crabs ....... 18 Mak Yd-Cuttle Fish......... , 15 AZD Sid Mang Yo-Dab..... Wong Mei Lun - Dace .......... 12 The To Shi Dog Fish ...... "

Hoi Sin-Eels, Conger ....... 17 Tam Shui Sin-Eols, Fresh Wang Sin-Eels, Vellow ...... ,, 25 Tin Kai-Frogs ... 83 ALA Pak Kap Yu-Gudgeon...... , 12 Tso Pak Yd-Herrings ...... 20 

Chal Yt-Mullot...... 24 Mong Yu-Mong Fish Kai Kung Yu-Parrot Fish ... , 17 Tau Lo-Perch..... Hau Taz Yu-Piko ..... 

▶ Pi Pa Sa — Bay ..... ANT Sik Kau Kung -Rock Fish ... , 16 食糧 Chun Yu-Roach..... Sa Yu-Shark ...... Ma Yau Yu-Salmon, Canton At Shang Yil-Salmon, Fresh Water .. -n Po Yu-Skate...... 11 Lap Yu-Snapper \_\_\_\_\_\_\_\_ 26

Ming Ha- Prawns ........ 202

Tat Sa Yu-Soles ....... 28 Wan Yu-Tench ..... Kök Yü-Turtles, small, fresh-Pak Bit Ya-White Bait .....

## Hang Yan-Almonds..... Artic Kam Shan Ping Ko-Apples, 全种类 Tin Tsun Pin Ko-Apples, Cfoo , 12 Hoi Tong-Apples, small, C'foo , 7 Fan Chi-Apples, Custard,

APAH Yat Pun Ping Ko-Appies, Japanese...... ....... Shang Sheng Houng Taiu-Bananas, fragrant, Canton... Shang Houng Tsiu-Bananas brides, Macao..... Young T'6-Carambola ..... Fung Lut-Chestnuts, Chic sas ,, 20 THE Yo Tsz-Cocoanuts..... each 8 子型型 P'6 Tai Tsz-Grapes... 1st ql. 1b. 24 Ning Mong-Lemons, Chinese ,, 7

American,..... Lai Chi-Lichees, Fresh...lst ql., -CHE Lai Chi Kon-Lichees, Small ,, 25 Ning Mong-Lemons,-Salgon ,, 7 Lui Sung Mong-Mango, Manila -On Nam Mong-Mango, Saigon -Shan Chuk Tsz-Mangosteens, doz,-

Kam Shang Lingmon-Lemon.

per 100 ......lst .lb ROA Yong Sai Kwi-Waler Melon, American..... per lb. 3 Bai Kwa-Water Melons China .. 3 He Heung Kwa - Musk Melon American...... each ---Passion Fruit, American ... each -

#A Pak Lam-Olives ...... lb:---Ch'ang-Oranges, Sweet , 5 Chiu Chau Ch'ang-Oranges Min Ch'ang-Oranges, Macao , -Chu Sa Kat- " Small " Mandarin 种語 Tim Kat— 12 Shanghai Li-Pears American , 12 Sa Li-Pears Shanghai ...... Hung Li-Plums Swatow..........lb. -

Sin Tsi-Pears, Cooking Canton , 7

(at ung Tri-Persiminons large Pun Ti Po Lo-Pine apple..... 12 Pineapple Cooking only ... 2nd

震大 Tai Taiu-Plantains ..... Luk Yau -Famalo, Amoy ... each -Chim Lo Luk Yau - Pumelo, Siam , 12 San Hop To-Walnuts, Fresh lb, 12
Hop To-Walauts, Green ..... 7 Shanghai Lo Kwat

VEGETABLES, &C. **给法Y建上** Shanghai Xa Chi Chuk → Artichokse, Shanghai ..... 10 Loong Soo Ts'oi—Asparagus... doz.—
Chuk Shun—Bamboo Shoots ... lb.— Ma Nga Tadi-Beans, Sprout ..... Tau Kok- Long..... Min Tau- , Broad ..... Pin Tau- .. Fronch, S'hai

Moon Bin Tau-Beaus, \* Kau Sun-Cane..... 15. 

花文篇大 Tai Ye Ta'oi Fa-, Large Size, -海鱼中 Chung Ye Te'oi Fa-Caulitlower, -Mod. Size 型序 Can Ts'oi-Celery, Chiun ...... ib. 6 APA Young Can Ta'ol—Colory, Eng. "—— 原書 Fu Kwa—Bitter Squash Might Kon Lat Chiu-Chilies, Dried Tring Lat Teiu-Chilies, Groen 遊花紅 Hung Fi Tsiu-Chillen Red ... 虚常 Ts'ing Kwa—Cucumbers .....

Ka Li Ta'oi Liu-CurryStuff. 力機 Kan Lik-Horse Radish, S'hai , 2) Suk Mai-Sweet Corn.....piuce 4 基生器 Young Shang Ts'oi —Lettuce... lb. Mush Melon..... 茜章生 Shang Tso Ku-Mushrooms.

fronh...... Yeung Ts'ang Tau-Onious. Bombay " 建生 Shang Ts'ung -Onions, Green , 4 ga水品 Yat Pun Ts'ung Tan-Onions, Man & Shanghai Toung Tau-Onious.

Shanghai ..... 5 ## Mo ka—Okroes ..... 省支持 Young Tuen Si-Parsley, Eng 任事機構 Foochow Shu Tsai-Potaties. 上行警 Shanghai Shu Tsni-Potato

任書本日 Yat Pun Shu Tsai-Potatoes. apanese ..... 伊書門院 O Mun Shu Tsai-Potatoes. 伊書建花 Fa Ke Shu Tsai—Potatosu,

American ..... Fan Shu—Potatoes, Sweet..... Tung Kwa-Pumpkin..... 西仔籍 Chu Teai Ta'oi—Pursline 伊白墨紅 Hung Lo Pak Tsai—Radish ... , mac Kon Ta'ung Tau-Shalots..... Yin Te'oi -Spiusch ..... Fan Ke-Lomatoes..... Lo Pak-Spinach Chinese,.... 

A Lien Ngau-Lily Root ....... \* Young Lo Pak-Turnips, Eng. ... Teit Kwa-Vegetable Marrow, Ma Ma Tai — Water Chestnuts. .. — 器原体性 Kwei Lam Ma Tai - Water .. -Chestaute, Mandaariu ..... 8 西角 Sai Yuong Ts'oi — Water Cresses .. 1:

The prices necessarily vary from day to day and the Sanitary Board has no power to compe stallholders to sell at the price quoted. W. BOWEN-ROWLANDS. Secretary, Sanitary Board.

Tai Shu-Yams ...... 4

Sage, ..... per bandie - -

### MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH. Alacrity, despatch-boat, 700 tone, 4 guns 2,000 i h.p., Com. A. Lowndes, Nagasaki. Astrops, 2nd class craiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Colombo.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong. Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. E. H. Donovan, Shanghai. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Captain H. L. P. Heard, Hongkong. Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong. Clio, British sloop, 1,070 tons, i.h.p. 1,400,

Comdr. C. T. Borrett, Hongkong. Fame, torpedo-boat destroyer, 340 tons. guns, 5,700 i.h.p., Lt. Comdr. C. E. Lloyd Thomas, Hongkong. Flora, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 ih.p., Captain J. Nicholas. Port Hamilton. Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Guy, V.C., Weihaiwei. Hart, torpede-boat destroyer, 295 tons 6 gans,

4,000 h.p., Lieut, Comdr. H. S. Monroe. Weihsiwei. Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. G. C. Heathcote Weihaiwei,

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Weihaiwei. Kinsha, river ganboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtsze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400

i.h.p. Capt. F. C. Learmonth, Kudat. B. N. Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. C.V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Port Hamilton. Monmonth, armoured cruiser, 9,800 tons, i.h.p. .22,000, Capt. L. E. Power, M.V.O., Port

Hamilton. Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith. West River. Nightingale, river gunboat, 85 tons, 240 h.

Lt. Comdr. Claude Hillersden-Woodward, R.N. Yangteze. Otter, torpedo boat destroyer, 385 tons, 6 gans, 6,300 i.h.p., Comdr. E. Stevenson. Wel-

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. W. C. Lucas, Canton. Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lient.-Comdr E. J. J. B. Southby,

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut-Comdr. John Michael Barker, Yang-Taka, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Barlow, R.N., Hong-

Tamar, receiving ship, 4,650 tons, 6 guns, .
Commodore Eyres, Hongkong.
Teal, river gambont, 180 tons, 2 gans, i.h.p. 810. Lieut. Comdr. R. J. Buchanan, Yangtese. Thistle, gunboat, 710, tons, 900 h.p., Lieut Comdr. M. B. Baillie-Hamilton, Yangtso. Virago, torpede-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. C. E. Lloyd-Thomas, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 l.h.p. Lieut. Comdr. R. L. Hancock, Straits Settlements. Whiting, torpedo-boat destroyer, 360 tons, 5

guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong. Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lient.-Comdr. B. R. Brooke, Yangtere. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulcok, Yangtere.

Kaiserin Elisabeth, Austrian protect derniser. 4.000, Fregattenkapitan Oskar Hansa Northern Waters Panther, third class cruiser, 1,530 tons, Fre gattenkapitan, Theodor Skerl Edi. von

So midtheim Acheron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertraud, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p.; Commander Fournier, H'kong, Alouette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badiu, Saigon Argus, river gamboat, 18) tons, 6 gams, 570 h.p.,

Baionnette, gunboat. Cimeterre, gunboat, 149 tons, Reserve, Saigon Caronado, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tous, 10 guns, 900 h.p., Lieut, de Linares, Shanghai Dupleis, armoured cruiser, 7,578 tone, 26 guns,

Lieut, Audouard,

Desair, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p. D'Therville gunboat Estoc, gunboat, 141 tons, Reserve, Haiphong. ..

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combat, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs. Montealm, armoured oruiser, (flagship) 9,367 tons, 36 guns, 19,600 h.p., Rear Admiral

de la Croix de Castries (Commander-in-Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche. Monquet, destroyer, 300 tons, 7 guns, 6,300

h.p., Commander de la Rocke Kerandrach, Olry, river gunboat, 170 tons, 6 guns, 500 hg., Lieut, de Maindreville, Upper Yangtze Peiho, river gunboat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tengku Perie, sub-marine, 70 tons, 60 h.p., Lieut. Mon-

Pistolet, destroyer, 300 tons, 7 gans, 7,000 h.p., Commander Mortenol, Hongay, Protée, sub-marine, 70 tons, 60 h.p., Lieut, Morris Saigon Redoutable, battleship (reserve), 9,830 tons -

87 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armonred gunboat, 1,890 tonu, 8 guns. 1,600 h.p., Lieut. Seriot, Salgou. Takou, destroyer, 280 tons, 6 gans 6,500 h.p., In Reserve, Saigon Vanban, torpedo-depot, Commander Mortenol.

Vétéran, torpedo-depot, Lieut Bibel, Cap Saint-Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut, Dumonlin, Sikiang

GRRMAN. Arcons, cruiser, 2,719 tons, Captain von Hipper Heis, gunboat, 1,000 tons, 10 guns, 1,800 h.p. Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p. Captain Graf von Posadowsky-Wehner Leipzig, ornizer, Captain Engel

Luchs, gunboat 850 tons, 10 guns, 1,344 h.p. Loharnhorst, armoured oraiser (fingship), 11,420 tons, 52 gams, 26,000 h.p., Kapitan Zur See Mans Taku, destroyer, 280 tons, 4 guns, and 2 torpeda.

tubes, 6,000 h.p., Kommaniant Kolbs (Hans) Bertram 'Corpedo boat " dgo," Kapitan Leut, Heyden Tiger, gunboat, 900 tons, 10 guns, 1,800 h.p., Captain v. Koss Tsingtan, gunbost, 170 tons, 5 gans, 1,300 h.p.

Captain Toussaint ITALIAN. Calabria, protected orniser, 2,428, tons, 23 gan. 4,000 h.p., Capitano Maris Casaunova di Paglia, properted craiser, 2,498 tons, 26 guns. 7,000 h.p., Capitano Gusani Viyozuti Mar-

Vaterland, gunboat, - tons, 3 guns, 500 h.p.

chese Lorenzo PORTUGUESE. Patria, gunboat, 700 tons, Captain J. Affrexo Reinha D. Amelia, cruiser, 1,600, tons, Captain C. Lima Vasor da Gama, orniser, 8,030; tons, Captain

Augusto Jose da Almeida UNITED STATES. Barry, destroyer, 420 tons, Eas. Edmund S. Callao, gunboat, 243 tons, Ens. J. B. Murrisson Channey, destroyer, 420 McNair, Cavite Chattanooga, eruiser, 3,200 tons, Commander

John D. MacDonald, Shanghai Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai Charles on, battle-hip (flagship), 9,700, tons; 58 gins, 21,000 h.p., Comde, John H. Gibbins Shanghai

Dale, destroyer, 420 tons, Lieut. Herbert H. Michael, Cavite Denver, orniser, 3,200 tons, Comdr. Edward E. Cagohart, Shanghai Galveston, cruiser, 8,200 tons, Commander John A. Hoogewerff, Manila-Helena gunboat, 1,392 tons, Comir. Reuben O. Bitler, Shanghai Mohican (station ship), Commander G. R.

Monterey, monitor, 4,000 tons, Lt. D. W. Told Olongapo Pennsylvania, armoured oruleer, 13,680 tons Capt. A. Ward, Cruising Rainbow (Rear-Admiral Hemphill's flagship). Comdr. E. E. Wright, Shanghai

Villalobos, gunboat, 370 tons, Lt. A. Andrews Hongkong Wilmington, gunboat, 1,800, Comdr. Edward Lloyd, Hongkong

Arayat, gunboat, Lieut-Comdr. Matt H. Mindoro, gunboat, Lieut. George M. Baum Paraguay, gunboat, Ensign Roy L. Lowman Samar, gunboat, Ensign W. C. I. Stiles

Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend Porpoise, 125 tons, 160 hp, Ens. Kenne Shark, 125 tons, 160 h p. Ensign Theodore G

### MOTOR-DRIVEN NAVY.

THE REPORTED ADMIRALTY PROJECT.

(BY THE NAVAL CORDESPONDENT OF THE LONDON "DAILY TELEGRAPH.")

The Portsmouth Evening News has given currency to a report, which it claimed was based "on excellent authority," to the effect that the Admiralty is on the point of ordering a battleship to be laid down which will be driven by internal combustion engines. It is not definitely so stated, but the inference seems to be that one of the battleships of the current year's programme is implied. The first of these, according to existing arrangements, is

to be laid down in January next. The question as to whether any such development is possible in the present state of engineering science is one for engineers. This much must be admitted, that for many years past the motor driven fast liner and heavy man-of-war have been freely discussed. The advantages to be gained have been stated over and over again. Bather more than two years ago drawings of a battleship without funnels were laid before the Institute of Naval Architects, and the project described in an interesting paper. This was at the time of the Rattler's trials, and the idea then most in evidence was that the obnexious funnels should be got rid of by using a producer gas engine. Since that date engineers have looked rather to the substitution of oil fuel for coal, and have pointed out that the gas engine proper, if sufficient power could be developed by means of it, would give for greater advantages than gas plant. -The belief that the future lies with some form of gas engine, to the exclusion of coal. is now firmly established. Such great marine engineers as Sir William White and Sir John Thornycroft, to mention no others, have assoclated their names with it, so that the general attitude has for some time past been one of expectancy.

It must be pointed out, however, that up to the

PETROL OUT OF THE QUESTION.

and no similar experiment on even that scale is expected in some quarters.

has yet been made. Now the engine power of the latest battleships is 27,000 horse-power, or nine times as great as that contemplated in the German cargo vessel.

DIFFICULT OF BELIEF.

It is exceedingly difficult, therefore, to believe that so huge a stride is likely to be made. The battleship with internal combustion engines will, no doubt, come all in good time, and probably before many years have passed; but there seems be no evidence that she can be built at present. Whether, when she does come, she will be driven by reciprocating engines of any kind is another important consideration. When the marine motor, as we know it to day, shall have been perfected, it will remain after all a reciprocating engine comparatively extravagaut of power. It will on that account be liable to supersession by a turbine type of gas, ongine, just as with the past five years or little more the steam turbine has superseded the steam reciprocating engine. It is open to question, therefore, whether the Admiralty would in any case think fit to make so enormous an experiment with gas engines of existing type at a time when. the threat of their being rendered obsolete by advent of the gas turbine is real and imminent. From a consideration of these points may be inferred that the Portsmouth correspondent has probably mistaken a pious aspiration for a statement of fact.

ADVANTAGES OF MOTOR PROPULSION. Of course the advantages to be gained from the use of internal combustion engines would be very great. If speed was to be the constant, the engine-room weights would be much reduced and, in an increased proportion, so would the size, and consequently the cost of the ship. Conversely, if size was the constant, either a of weight could be made to the armament, which In any case it is clear that a motor-driven ship would not need the large engine and beller room complement which steam engines and boilers dethe score of danger and because of its excessive crew, will be an inestimable advantage in time send an ordinary letter in the ordinary way. cost, is quite out of the question for large of war. Also it is reasonably certain that it Had the merchant an agent in London to to be abolished for use even in submarines. | much ingenuity, has never become feasible with | the Intelligence Department could speak to him? We come, therefore, to heavy oil fuel, a far | coal. The absence of smoke and of vulnerable | The merchant had no agent, but he had a telemore probable source of power. As our funnels are other obvious advantages, phone. He gave the number-officials can a great step in advance of all previous practice. passes, coming tower, central controls, navigat. is terribly understaffed. Economy and bureau-But even this ship will have only 3,000 total ing bridge, and even boats must be carried. It cratic administration cannot go together, and

As to the disadvantages of oil fuel in itself it perhaps too early to speak. The fael when carried in the double bottoms, as at present, is not dangerous in peace time, unless the ship should ground and force it up into the boilerrooms—as has happened. With boilers abolished this danger would be abolished too. It has been often pointed out that a man-of war at present relies on the arrangement of her coal bunkers. for a reasonable share of her protection. This protection would, of course, be gone and a danger substituted for it if the side bunkers were filled with oil.

Perhaps the gravest disadvantage to Great Britain, however, from the adoption of oil fuel would be that we would lose the great benefit of our exclusive supply of the best smokeless coal. At present we have in this respect an advantage over all other navies, the greater because our coalfields are at home. With oil fuel we would be thrown to a large extent on the foreign market. There would not only be the danger of the supply being interfered with at its source by a prospective enemy, it would also be the case that our naval fuel would have to reach us from oversons, becoming thus comparatively vulnerable in time of war.

### OFFICIALISM IN PRACTICE.

It is already possible, says the Globe, to forecast the sort of things that will happen when the bureaucrats are fully established in their rule. The sins of the War Office, the Admiralty, the Local Government Board, and the Treasury are already sufficiently notorious; the villain of the following little story is the self-styled could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained, or a vestly Intelligence Department of the Board of could be had from any installation of producer higher speed could be attained. The belief that the future lies with increased radius of action—should that be judged necessary—or perhaps the armament order from a firm in a foreign capital. He could be proportionately augmented. It must wrote to the British Consul to inquire as to be remembered, however, that the weight the standing of the firm in question, and was saved would be low down in the ship, so that informed that the reply could not be given it is by no means certain that any such addition | directly, but only through the medium of the Board of Trade. At this point, then, the is now placed very high above the water line. "Intelligence" Department appears on the scene. It was no part of the business of the British Consul, it wrote, to answer questions as to the repute of foreign firms-which, it may be present there has been no performance that mand; and, perhaps most important of all, the observed, is hardly a satisfactory regulation would justify an experiment costing two mil- filling up with oil fuel would be a speedy and but on this particular matter the Department lions of public money. Enormously fast motor- clean proceeding, instead of the laborious and possessed certain information which it would boats have been built, notably by Sir John filthy task coaling is. It will be a great gain impart if desired The merchant wrote back Thornycroft; but these are petrol-driven, and when a ship can simply go alongside a jetty or that the information was desired. It was, in have a form of hull impossible for a man-of-war. tank and fill herself up with fuel through a pipe. fact, because he desired it that he had asked for It may be taken as certain that petrol both on The gain in time, and above all in fatigue to the it. But ha Intelligence Department does not men-of-war. Indeed, if the report of a few will be possible to take oil fuel on board safely whom they could impart their information weeks ago was true, it would seem that petrol is at sea, a thing which, despite that exercise of verbally? If not, had he a telephone over which Motoring Correspondent points out, the Diesel Lastly, the claim is that the abolition hardly be expected to be put to the trouble of oil engine, burning a heavy oil, is believed to of funnels would greatly increase the looking it out—and said he was at his business have a great future before it. Engineers say arcs of fire of the guns. It may be for about seven hours every day, and could that there is no reason why it should not be used suggested, however, that this last-named advan- receive the message in person. That is the to generate very high powers for marine tage has probably been over-estimated. Anyone story, for nothing more was ever heard from the purposes. As against this the fact remains that who will look at the deck plan of a modern bat—"Intelligence" Department. It all happened up to the present it has not been so used. A tle-ship, the Orion, for instance, or even the a couple of months ago. The most probable cargo liner of 9,000 tons is at present being Neptune, will see that very little advance on their explanation of the episode is that the whole built by Messrs. Blohm & Vess, of Hamburg, arrangement is to be expected. There must al. correspondence got pigeonholed by mistake, for for the Hamburg-America Line, which will be ways be some deck hamper. Standard com- one of the troubles of our bureaucracy is that it horse-power, developed by two sets of engines, may be doubted, therefore, whether the abolition | the Government are attempting the impossible and above all she is not yet complete. In Eng. of funuels would make all the difference which in striving to reconcile financial retrenchment with Socialistic practice.

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1. From Green Island to the Harbour Master's.	2. From Harbour Mas				val Yard. 4. From Naval Yard t	
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		PLAG & RIG	BERTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
DESTINATION.	VESSEL'S NAMES.	FING G MIG			-	
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	CANDIA	Brit. str		W. R. Hickey	<b>H</b> 1 - H 1	On 22nd inst., at D'ligh
ONDON & ANTWERP VIA SINGAPORE, &C ONDON, &C., VIA USUAL PORTS OF CALL		T3 -24		G. W. Gordon, B.N.E.	P. & O. S. N. Co	On 1st Oct., at Noon.  About 5th Oct.
ONDON & ANTWERP VIA SINGAPORE, &c		Brit. str				On 1st Oct.
re-manufacture & CTTDBT	480300000 404 410 340	Dan. str	k. w.	Hildebrandt	HAMBURG-AMERIKA LINES	On 2nd Nov.
OTTERDAM. HAMBURG & ANTWERP, &c AVRE, HAMBURG & ANTWERP, &c	Denomalia III 3.	Ger. str.	k. w.	<u>'' ''                                </u>	HAMBURG-AMERIKA LINIE	On 6th Oct. On 13th Oct.
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ARSEILLES, &C., VIA PORTS OF CALL ARSEILLES, LONDON & ANTWEEP VIA SINGAPORE, &C.	KITANO MARU	Jap. str		F. E. Cope	HAMBURG-AMERIKA LINIE	On 4th Oct.
wa wayay y y your 11 to 1	:	Jap. str	k. w	Deinat	NIPPON YUSEN KAISHA	On 12th Oct., at D'ligh
· · · · · · · · · · · · · · · · · · ·	C. FRED. LABISZ	1 1	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 23rd Oct. On 26th Oct., at D'lig
ARSEILLES HAVRE & HAMDUNG, &C	HIRANO MARU	. Jap. str		H. Fraser	Nippon Yusen Kaisha	On 29th inst.
NATIONAL SOLVER MINISTRUMEN WAS AND SOLVER ST	1 4 Chair branches (1) 4.	Aus. str Ger. str		B. Bednarz H. Formes	Melchers & Co	On 21st inst., at Noon
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A MANTENTER THE SHARLED ALL SELECTION OF THE	MONTEAGLE	Jan. str	-2 111,	T. Ogata	OSAKA SHOSEN KATSHA	On 21st inst., at Noon.
ICTORIA, C.B. & TACC MA VIA JAPAN ICTORIA, BC, & SEATTLE VIA SHANGHAI, &C	INABA MARU	Jap. str.	•••	K. Kawara	Nippon Yusen Kaisha	On 11th Oct., at Noon. On 8th Nov., at Noon.
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er t. T. A. T. TATTELLI E. A.C., VIA JAPAN & CALL, CC	BUYO MARU YAWATA MARU	Jap. str Jap. str	<del></del>	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
TOMOTITAN PORTS VIA MEDITAL OF THE	CHANGERA	Brit. str	1 m.	G. W. Eidy	BUTTERFIELD & SWIFE	On 30th inst, at 4 P.M. On 8th Oct., at D'light
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ware a minor will det . De la	I Trotouring	Brit. str Ger. str		Drumby	HAMBURG-AMERIKA LINIB	On 6th Oct.
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THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of the following: COLOURED PLATE OFFLAGS OF FOREIGN HONGS

MAP OF THE FAR EAST PLAN OF YOROHAMA PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

Boyal Octavo-Complete with Fifteen Maps, the various Castoms Tariffs, Trade Regulations and Plans, pp. 1832, \$10.00. Directory only Chambers of Commerce, Scales of Commissions. Consular and Court Fess, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including :-

> TREATIES WITH CHINA Great Britain :-- Nanking, 1842: Tientsin. 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Castoms Seisures, 1869; Chefoot 1876, with Additional Article; Oplum Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Estansion, 1898; Welhaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France: Tientein, 1858; Convention, 1860 Tientsin, 1885; Conventions, 1896, 1897, and 1895; Frontier Trade Regulations.; United States:-Tientsin, 1858; Additions

1868; Peking, 1880; Immigration, 1894 Commercial, 1903. Germany:-Tientsin, 1861; Peking, 1880

Kinochau Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1898; New Port 1896. Supplementary Commercial, 1908. Russian: - S. Petersburg, 1881; Russian Land Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Daties Convention Russia, Agreements as to Cores; United States, Extradition Teasty, 1886; Great Britain (Alliance) 1905; Russia (Pesce

Treaty) 1905. TREATIES WITH COREA Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM. Great Britain, 1856, 1899 and 1909, France, 1893 and 1904; Japan, 1893; Russis, 1899. Great Britain and France, Siamere Frontier. Great Britain and Russia, Bailway Convention

CUSTOMS TABLESS TRADE REGULATIONS China, Japan, Siam, Cores. LEGAL DOCUMENTS

Orders in Council for Government of H.B. N 's Subjects in China and Coros, and in Siam Rules of H.B.M.'s Supreme and other Coucta in China, &c.; Tables of Court and Consular Fees: Charter of the Colony of Hong. kong Malay States Federation Agreement Table of Hongkong Court Fees; Admir. alty Rules, Foreign Jurisdiction Act; Regu lations for the Consular Courts of United States; United States Consular and Court-Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licences Trade Marks, and Letters Patent Fees; Port Regulations for Chius; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages. It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much lenlarged and improved in every way, the price in sliver is now below the equivalent of £1 5s, at which

it was originally published.

It is published at the Office of the Hongkone Daily Press, and can be had from, and Adverthements sent through the principal Booksellers in Asia and through :-LONDON ..... "Hongkong Daily Press" Office

131. Fleet Street, E.C. LONDON ..... Mr. F. Algar, 11, Clement's Ld. LONDON ..... Messrs. G. Street & Co., Lat. 30, Cornhill, E.C.

ARRIVALS. Agurer, German str., 1,600, C. Kümpel, 18th Sept.-Bangkok 9th via Swatew 17th

Sept., Rice and Meal-Butterfield & Swire. CHEONOSHING British str., 17th September-

HING Wo, British str., 2,517. H. Brown, 18th Sept.—Shanghai 20th Sept. General— Butterfield & Swire.

CRIVUEN, Chinese str., 17th Sept.—Canton.
CHOSHUN MAEU, Japanese str., 1,301, T. Yamaguchi, 18th Sept.—Shanghai 11th Sept.,
General—Osaka Shosen Kaisha. FINTSHIBE, British str., 2,647, G. E. Cundy,

17th Sept.—London via Singapore 12th
Sept., General—Jardine, Matheson & Co.
FRI, German str., 17th September—Canton.
HAIMUN, British str., 641, S. H. Stewart, 17th
September—Swatow 16th Sept., General—
Douglas, Lapraik & Co.
HAITAN, British str., 1,185, J. W. Evans, 18th

Sept.—Coast Ports 17th Sept., General-Douglas, Lapraik & Co. HALDIS, Norwegian str., 1,065, Sölberg, 18th Sept.—Bangkok 10th September, Rice—

Aagaard, Thoresen & Co. HONGKONG, French str., 739, A. Corneliensen, 18th September-Haiphong 14th Sept.,

General—A. R. Marty. HSIN CHANG, Chinese str., 18th Sept.-Canton. INVERESK, British str., 3,206, A. H. Smith 16th Sept.-Now York 30th July, General -Jardine, Matheson & Co. JOHANNE, German str., 18th Sept. - Canton.

KAIPONG, British str., 960, J. Warrack, 17th Sept.-Cebu 13th Sept., General-Butter KWANGTAH, Chinese str., 1,536, E. H. Pratt, 17th Sept.—Shanghai 14th September,

General-C. M. S. N. Co. LOKSANG, British str., 17th Sept.-Canton. No. 3 Kekon, Japanese str., 3,778, T. Takai. 17th Sept.-Moji 11th Sept., Coal-Order. Samsen, German str., & R. Peterson, 18th Sept.—Bangkok 11th Sept., General— Norddentscher Lloyd.

SUNGRIANG, British str., 987, H. A. Hards, 15th September-Amoy 12th September, General -Butterfield & Swire. TAIAN MARU, Japanese str., 1,520, T. Uckiyama, 17th Sept.—Mureran 2nd September, Coal

-Hughes & Hough.

#### DEPARTURES. 17th September.

DELTA, British str., for Europe, &c. EMPRESS OF INDIA, Brit. str., for Vancouver. HSIN CHANG, Chinese str., for Canton. MONGOLIA, American str., for San Francisco. OMURO MARU, Japanese str., for Dairen. PATHAN, British str., for Shanghai. Sr. Albans, British str., for Australia. ZAFIRO, British str., for Manila.

18th September. ANAMBA, British str., for Singapore. DAIJIN MARU, Japanese str., from Swatow. FAUSANG, British str., for Saigon. FRI, Norwegian str., from Newchwang. LINAN, British str., for Shanghai. RYGJA, Norwegian str., for Manila. SINGAN, British str., for Hollow.

SHIPPING REPORTS. The German str. Samsen reports: Rough squally weather. The British str. Ching Wo reports: Mod.

winds and showery. The British str. Kaifong reports: Clear and fine weather, light N.E. winds. The British str. Inveresk reports: Good

weather throughout the passage. The Chinese str. Kwangtah reports: Mod. N.E. wind and dull rainy weather. The British str. Hailan reports: Had fresh N.E. breeze, overcast heavy showers.

### VESSELS IN DOCK.

September 16th. TAIKOO DOCK .- Union, Demeter, Tenyo Maru, Yunnan, Sungkiang.

### PASSENGERS.

Per-Haitan, from Coast Ports, Mr R. Mudie. Miss Phillips, Mr Luyks and Mr Chew. Per Flintshire, from London, &c., Mr G. F. Nightingale, Mrs Wilks and Mrs Heward.

DEFARTED. Per Zafiro, for Manila, Mr H. R. Hare, Mr E. W. Adams, Mr M. Earnshaw, Mr F. K. Lindsey, Mr G. Maneru, Mr M. Lopez, Mrs Vail, Mrs Bliss, Messrs G. A. Prentice, R. Siebenschin, A. J. de Souza, Pablo Rusca, Ali Mohammed, Alil Mohammed, Sharf Deen, A. Bux and L. O. Hibbard.

Per Mongolia, for San Francisco, Mr Fred Tons. Mr B Yeu, Mr H. L. K. Henriques, Mr H. Witkamp, Dr. C. V. Watts, Mr N. R. Crum Ewing, Mr C. Curties, Rev. and Mrs G. Gillies and infant, Miss K. Gillies, Mr and Mrs P. H. Burnett, Mr F. Willard, Mr J. Vial, Mrs C. Mouton, Master C. Mouton, Miss F. Mouton, Mr W. E. Hammond, Mr John Long, Mrs M. F. Ihmsen, Mr and Mrs W. M. Milne, Mr and Mrs S. Leland, Miss F. Leland, Mr and Mrs Isaac Taft Stoddard, Mr and Mrs E. J. Huxtable, Mr and Mrs H. Kay, Mrs S. L. Gressing. - her, Miss A. N. Miller, Miss L. M. Stonehart, Mr and Mrs F. L. Alles, Mrs T. G. Norris, Mrs J. C. Herndon, Miss F. Herndon, Mr and Mrs C. R. Horn, Mr and Mrs B. A. Packard, Mrs A. M. Wilkinson, Mrs M. B. Edgerest, Mrs O. W. Roberts, Misses S. P. Ruch, L. M. Porter, H. L. Leszynsky, Hattie L. Leszynsky, E. M. Palmer, Mr F. B. Stamm, Mr A. Ganz, Dr. S. S. Crow, Mrs W. Humsson, Mrs A. F. Rosenheim, Mrs A. P. Witmar, W. G. Humasen, Mr I. L. Leszynsky, Mr F. E. £ldred, Mrs W. G. Sheffer, Miss V. Sheffer, Miss H. Pwistman, Miss M. E. Sally, Mrs K. Minor, Miss J Ihmsen, Mr and Mrs B. R. Hubbard, Miss M. Roosch, Mrs J. Griffith, Miss M. C. McGinnis, Mrs C. A. Howard, Mrs F. A. Jessarun, Miss T. A. Gibbs, Mr and Mrs F. Buttolph, Mr and Mrs G. T. Stamm, Miss F. Stamm, Mrs R. Y. McBride, Mrs E. Hotfilter, Mrs C. H. Mentz, Mr G. I. Peoples, Mrs C. Hellyer, Mrs I. A. Noxon, Mrs Wm. Arlington, Miss I. M. Foun. tain, Mrs C. M. Ehn, Mrs R. H. McLain, Miss C. Bottcher, Miss L. Wilson, Mr and Mrs J. E. Dunbar, Dr. and Mrs C. Watson, Mr and L. Mrs C. Rabb, Mrs W. T. Gillis, Miss M. E. Nash, Miss N. Hammond, Mrs M. L. White, Mrs J. Sanders, Mr C. R. Nash, Mr H. Hib. bard, Mr R. W. Gillis, Mr and Mrs C. A. Brant, Mrs N. C. Stoddard, Mr E. Wilson, Mr and Mrs W. P. Olds, Mr and Mrs B. Goodrich, Mr and Mrs A. Rothe, Mrs D. M. Jones, Mr and Mrs F. D. Lanterman, Mr and Mrs N. P. Newell, Dr. R. S. Pedder, Mr J. J. Connors, Mr G. W. Hart, Mrs W. L. Bail, Miss N. E. Vail, Miss M. R. Vail, Mr and Mrs S. M. Cohn, Miss T. Paccard, Dr. H. W. Coe, Mr Robt. Clary, Mr M. A. Katz, Mr and Mrs S. H. Warren, Miss I. Warren, Master S. Warren, Mr and Mrs T. Arima, Mr H. R. Miller, Mrs A. L. de Susa, Mr J. M. Lopes, Mr Anglo, Mr Photis and Mrs S. Mackey.

# NAVIGATION CO.

HOMEWARD PASSENGER SEASON

PROPOSED BAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR Colombo, India, Australasia, Egypt, Brindist, &co.

ETEAMERS to Colombo	Leave Honokong	Connecting Steamers from Colombo to Marshilles & London	Due Marsuilles (Brindisi 2days earlier)	PLYMOUTH (London 1 day later)
Steamer Tons	1 p.m. Saturday	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA11000	March 4	March 10
ARCADIA 7000	February 18	MALWA11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500 (Through Steamer)	April 1	April 7
MARMORA 10500	March 18		April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA10000	May 13	May 19
ASSAYE 7500	April 29	MOREA11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Assommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtar): 1st SALOON £71.10 SINGLE. £106.14 RETURN. £48.8 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEANERS	Leave Hongkong	Dus London
* SUNDA * NUBIA * SYRIA * NOBE * PALAWAN	anage about 4700 January 25 5900 February 8 6660 March 8 6700 March 22 4700 April 5	April 24 May 8 May 22
* SICILIA	4600     April     19       6700     May     3       4600     May     31       6700     June     14	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSFILLES FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN. £38.10

· Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to-

E. A. HEWETT. SUPERINTENDENT.

# THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

### VICTORIA. VANCOUVER. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

	Steamer.		Tons.	Captain.	To Sail on or About.
* KUN	ERIC MERIC MERIC	# 4	6,232 6,232 4,362	F. S. Cowley G. B. MaGill J. Boyd	20th October,

Calling at Amoy and Keelung if sufficient inducement offers

" These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

> DODWELL & CO., LIMITED. GENERAL AGENTS.

QUEEN'S BUILDINGS.

From St. John, N.B.

FRIDAY, 25th Nov.

FRIDAY, 13th Jan.

FRIDAY, 10th Feb.

Hongkong, 9th September, 1910.

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Robe; Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedul, Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. EMPRESS OF JAPAN " SAT., 8th Oct. "EMPRESS OF IRELAND" FRI., 4th Nov. "EMPRESS OF CHINA" SAT, 29th Oct | "ALLAN LINE" "MONTEAGLE" . TUESDAY, 8th Nov. C' EMRPESS OF INDIA " SAT., 19th Nov. "EMPRESS OF BRITAIN" FRI., 16th Dec.

"Monteagle"

"EMPRESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE" "EMPRESS OF CHINA" SAT., 14th Jan. | "ALLAN LINE" Steamships leave HONGKONG at 6 P.M.

WHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Podder Street and Prays, opposite Blake Pier

# MESSAGERIES MARITIMES

FRENCH MAIL LINES. FORTNIGHTLY

SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

BTHAMER

SHANGHAI, KOBE &1 YOKOHAMA ... ... MARSEILLES, VIA PORTS BHANGHAI, KOBE YOKOHAMA ...

MARSEILLES VIA PORTS

"OCEANIEN" "TOURANE" Sellier "DUMBEA" Capt. Rebuint "V. DE LA CIOTAT"

On 26th Sept., P.M. On 27th Sept., I P.M. On 10th Oct., P.M. On 11th Oct.,

TO BALL.

1 P.M.

Capt. Barillen Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 14th September, 1910.

P. THOMAS, AGENT, Queen's Building.

# IMPERIAL GERMAN MAIL LINES

KUDAT and SANDAKAN YOKOHAMA & KOBE ... ...

STHAMERS TO BALL. "BOBNEO" 5,050 | Tuesday, 20th Capt. F. SEMBILL Sept., at 9 A.M. "COBLENZ," 6,750 About 20th September Capt. H. RAEGENER "BUELOW," 16,900 | Thursday, 21st

NAPLES, GENOA, ALGIERS, GIBRALTAR. SOUTHAMPTON. Capt. H. FORMES Sept., at Noon. ANTWERP & BREMEN SHANGHAI, NAGASAKI, KOBE) "PRINZ EITELFRIEDRICH," About and YOKOHAMA Capt. F. PROSCH, 16,000 400 21st Sept. MANILA, ANGAUR, YAP,) "COBLENZ" Saturday, 8th NEWGUINEA, BRISBANE, Capt. H. RAEGEEER Oct., at Daylight SYDNEY and MELBOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA,

Hongkong, 16th September, 1910

PASSENGER SEASON 1911.

# DAYS TO

BY THE

#### MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

\* "PRINZESS ALICE"-ON MARCH 22ND. Capt. P. GROSCH.

" LUETZOW " ON APRIL 5TH. \* "KLEIST" - 17,000 - ON APRIL 19TH.

Capt. O. PAHNEE. CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS. \* Fitted with Wireless Telegraphy.

Early booking recommended, For Partioulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 15th September, 1910.

VESSELS ON THE BERTH

VESSELS ON THE BERTH

# LLOYD'S STEAM NAVI

GATION COMPANY STEAM TO SHANGHAI, YOKOHAMA

AND KOBE.

THE Company's Steamship

"AUSTRIA." Captain Raicich, will leave for the above places TO-DAY, the 19th inst., at NOON. This Steamer has capital accommodation for passengers. Electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Princes Building. Hongkong, 19th September, 1910.



GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. Taking Cargo at through rates to the BRAZILS to South Africa, Persian Gulf, RED

SEA, BLACK SEA, LEVANT, VENICE, and Admintio Ports). THE Company's Steamship "VORWAERTS."

Captain Bednarz, will be despatched as above THURSDAY, the 29th Sept. This Steamer has capital accommodation for passengers, electric light, electric fan in all. cabins, and carries a doctor. For information as to Passage and Freight apply to SANDER WIELER & Co., Agents,

Princes Buildings. Hongkong, 31st August, 1910.

# CANADIAN PACIFIC

RAILWAY CO. FOR VANCOUVER.

THE Steamship

SUVERIC." FROM HONGKONG,

ON TUESDAY, THE 27TH SEPTEMBER FOR VANCOUVER DIRECT. To be followed by

KUMERIC ... AYMERIC ... ... 20th Nov. SUVERIC ... 15th Bec. OCEANO... ... 17th Jan. 1911.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies, For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co., Hongkong. Hongkong, 14th September, 1910.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1905;

Local Booksellers.

FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: \$1 Cash. On Sale at the "DAILY PRESS" Office, or

### VESSELS ON THE BERTH

'SHIRE" LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

FI'HE Steamship

"CARNARVONSHIRE," Captain Gregory, will be despatched as above on or about the 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co, LTD.

Hongkong, 31st August, 1910.

## NOTICES TO CONSIGNEES

S.S. "YARRA," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London.

ex s.s. "Cordonan" and "Dordogne"
from Bordeaux ex s.s. "Leroy Lalling"
in connection with above Steamer, are hereby
informed that their goods with the exception of Opium, Treasure and Valuables
are being landed and stored at their risks
into the hazardous and/or extra hazardous Godowns of the Hongkong-Koyloon whence delicated
Godown Co., Ltd., at Koyloon whence delicated Godown Co., Ltd., at Koyloon, whence delivery may be obtained immediately after landing. at Optional Cargo will be forwarded on unless intimation is received from the Consigneed before Noon, To-DAY, requesting it to be landed

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 19th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst., or they will not be recognized. All damaged packages will be examined on the 19th inst., at 3 P.M. No Fire Insurance has been effected.

Hongkong, 13th September, 1910. NOTICE TO CONSIGNEES.

P. THOMAS.

FIHE P. & O. S. N. Co.'s Steamer

"DELHI," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo :--From London, &c., ex s.s. "India." From Australia ex s.s. "Marmora." From Calentta ex s.s. " Sicilia."

From Persian Galf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers, Optional Goods will be landed here unless instructions are given to the contrary within

6 hours. Goods not cleared by the 20th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Go. downs for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten

days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowne. E. A. HEWETT,

Surerintendent, Hongkong, 14th August, 1910.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "PATHAN," FROM GLASGOW, LIVERPOOL AND

STRAITS. ONSIGNEES of Cargo are hereby informed. U that all Goods are being landed at their risk into the Godowns of Holt's Wharf it Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 16th Oct., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 230 F.M. No Fire Insurance has been effected.
Bills of Lading will be countersigned by

DODWELL & Co., LTD., Agents. \* Hongkong, 16th September, 1910. [1068

# Gutler, Palmer & Go.'s



SHIPPERS. AGENTS

HONGKONG.

# STEAM NAVIGATION COMPANY.

r	OR	STEAMBRS	TO SAIL	RMMARKS
LONDON and	ANTWERP PORE, PEN-	CANDIA	D'light 22nd Sept.	Freight only
SAID and MA	Rabilles			
SHANGHAI,	мојі, кове ідма	PALAWAN	About 22nd Sept.	Freight and Passage.
T ONTO ONT	. Harry Donm	B) DELHI Capt. G. W. Go	Noon, 1st	} See Special Advertisement.
LONDON and VIA SINGA ANG. COL	d ANTWERP PORE, PEN. OMBO, PORT	SYRIA Capt. D. C. Grego	About 5th Oct.	Freight and Pasage.

SAID and MARSEILLES For Further Particulars, apply to e. Hewett,

Hongkong, 19th September, 1910

Superintendent

•	FOR	STRAMER	TO BAIL
	TARY OF A ST	"TIENTSIN"	On 19th Sept. Noon.
	AND A STATE OF CORT	· OTTO MINING	Un lyth Badt., 4 P.M.
	SWATOW, AMOY & SHANGHAI	"YUNNAN"	On 20th Sept., Noon.
٠	TLOILO & CEBU	"KATEONG"	On 21st Sept. 4 P.M.
	LTOIPO & CEBO	A CULTINITITY I	On 22nd Stant 4 P W
	SHANGHAI	WILLIAM CONTRACTOR	On DELL Cont Amer
		"KUEICHOW"	Od Zoth Bept., 4, P.M.
	MANTLA ZAMBOANGA, THUKS-)		1. 4+1+4 <u>-1</u>
	DAY ISLAND, COOKTOWN,	"CHANGSHA"	On 30th Stant 4 n w
	CAIRNS, TOWNSVILLE, BRIS.	ORANOBIA	On both Sopoly 4 11mi
	AND A REPORT OF WATER BY THE PARTY OF THE TOTAL LIGHT LIGHT OF THE PARTY OF THE PAR		
	DIRECT SAILINGS TO	WEST RIVER Twice	Waakly
<del>-</del> :	DIRECT SAIDINGS TO	" " " " a d d d d d ATTI "	-

S.S. "LINTAN " and S.S. "SANUL AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zeland and

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN'STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct overy Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, 345 SINGLE and \$80 RETURN. For Freight or Passage apply to-Hongkong, 19th September, 1910

TELEPHONE 36 BUTTERFIELD & SWIRE. AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION. TIENTSIN VIA WEIHAIWEI ..... "CHEONGSHING"Tuesday, 20th Sept., Noon "LOKSANG" ... Tuesday, 20th Sept., Noon. \* SINGAPORE, PENANG & CALCUTTA" LAISANG" ... .. Tuesday, 20th Sept., Noon. \* MANILA..... "YUENSANG" . Friday, . 23rd Sept., 4 P.M. MANILA .... "LOONGSANG" Friday, 30th Sept., 4 P.M. \*SHANGHAI. KOBE & MOJI ...... "KUTSANG" .. Tuesday, 4th Oct., Noon. RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are litted throughout with Electric Light.

A duly constitud grange in also consider. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER Hoogkong 19th September, 1910

# DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

TIGHEST Class, Fastest and Most Impurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### AMOY **FOOCHOW** SAWTOW. AND RETURN.

Occupying 9 to 10 Days). LBAVING. CAPTAIN STEAMSHIPS Capt. J. W. Evans 20th Sopt., at 10 A.M. TUESDAY, " HAITAN " 23rd Sept., at 10 A.M. Capt. A.E. Hodgins FRIDAY. 27th Sept., at 10 A.M. TUESDAY, Capt. W. C. Passmore... HAICHING"

> FOR SWATOW AND RETURN.

> > (Occupying 3 Days).

"HAIMUN" ... Capt. H. Stowart... WED'DAY, 21st Sept., at 10 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed. For Freight and Passage apply to-

DOUGLAS, LAPRAIX & Co., GENERAL MANAGERS.

Hougkong, 19th September, 1910.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

#### HONGKONG. PROJECTED SAILINGS

	SUBJECT TO	ALTERATION	٧.	
DESTINATION		STEAMERS	DAT	E OF SAILING
COPENHAGEN	******	" RUBOMA "	On 1s	t October.
COPENHAGEN	**********	"TRANQUE	BAR " On 20	th October.
SHANGHAI, YOKOH	AMA and KOBE	" SIAM"	On 6	th December.

For Further Particulars apply to Hongkong, 17th September, 1910.

# ORIENTAL HAMBURG-AMERIKA

Regular Sailings from JAPAN, CHINA and PHILIPPINES, vis STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Leventine, Black See and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD. OUTWARD.

FOR SHNOHAL, KOBE & YOROHAMA: FOR MARSEILLES, HAVRE & HAMBURG: S.S. C. FERD. LAEISZ 25th Sept. S.S. AMBRIA ... 4th Oct. FOR HAVEE, HAMBURG & ANTWERP: S.S. ARMENIA ... 6th Oct. S.S. BADENIA ... 6th Oct. S.S. SENEGAMBIA ... 21st Oct. FOR HAVRE & HAMBURG: S.S. SUEVIA ... ... 4th Nov. S.S. ALESIA FOR MARSEILLES, HAVRE & HAMBURG! S.S. WESTPHALIA ... 17th Nov. .S.S. C. FRED. LAEISZ 23rd Oct B.S. ARABIA
B.S. SCANDIA
B.S. S FOR ROTTERDAM, HAVRE & ANTWERP: S.S. BELGRAUIA .. ... 2nd Nov. B.S. BRISGAVIA ..... 16th Dec. S.S. SLAVONIA ... 30th Dec. FOR HAVRE & HAMBURG;

For Further Particulars, apply to-HAMBURG-AMERIKA Hongkong Office.

# SOUTH AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA. HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

10,500 tons gross ... Sail Oct. 22nd, at Noon. S.S. BUYO MARU ... ... S.S. HONGKONG MARU ... 11,000 ,, ... , About Mid. Feb.,1911 S.S. KIYO MARU ...

For particulars apply to

Hongkong, 1st September, 1910.

Hongkong, 19th September, 1910.

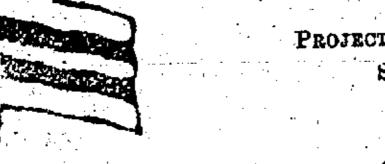
N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building.

Sept., at Daylight

Oct., at Daylight

# NIPPONYUSENKAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Destinations.	STEAMERS.	Tons.	SAILING DATES.
ARSEILLES, LONDON and ANTWERP, via SINGA. PORE, PENANG COLOMBO and PORT SAID	Capt. F. E. Cope, IYO MARU Capt. R. Takeda, HIRANO MARU Capt. H. Freser,	9,000 7,000	WED'DAY, 28th Sept., at Daylight WED'DAY, 12th Oct., at Daylight WED'DAY, 26th Oct., at Dayligh

ISATURDAY, 8th KAMAKURA MARU Oct., from Kobe. VICTORIA B.C. & SEATTL1 Capt. J. Nago, TUESDAY, 11th Oct., at Moon.

HAI, MOJI, KOBE, STAMBA MARU TUESDAY, 8th. Capt. K. Sato 7,000 \ Nov., at Noon. HAMA ... FRIDAY, 30th SYDNEY and MELBOURNE, YAWATA MARU Sept., at Noon. via MANILA, THURSDAY Capt. T. Sekine, NIKKO MARU ISLAND, TOWNSVILLE ) FRIDAY, 28th Oct., at Noon. Capt. M. Yagi, and BRISBANE TOSA MARU COLOMBO

SATURDAY, 24th SINGAPORE, September. Capt. Y. Nomura, and BOMBAY NIKKO MARU WED'DAY, 28th Sept., at Noon. Capt. M. Yagi, **ЧОКОНАМА** ... BOMBAY MARU THURSDAY, 29th BHANGHAI, MOJI and JI September. Capt. Teranaka, KOBE ... 5,000 J TANGO MARU THURSDAY, 29th KOBE and YOKOHAMA ... Capt. A. Christiansen, 8,000 Sept., at 5 P.M.

= Calling at Saigon. + Fitted with New System of Wireless Telegraphy. | Cargo only. | Carries Deck Passengers.

# CHEAPEST

BETWEEN

#### HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

**\$90** \$120 \$110 \$100 CLASS \$ 60 **\$50 \$ 70** \$ 80

With Option of rail between Calling Ports in Japan. Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd "Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at KUSUMOTO. MANAGER. [13-125

Hongkong, 7th September, 1910.

# AND MANILA



STEAMSHIP COMPANY, LIMITED.

SAILING DATE. CAPTAIN On 24th Sept., Noon. Manila Manila 2540 R. Rodger ... 2540 A. Fraser ... On 1s Oct., Noon.

SHEWAN, TOMES & Co.. For Freight or Passage apply to General Managers. Hongkong, 5th September, 1910

# JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER FROM	EXPECTED WILL LEAVE FOR ABOUT	On or about
TJILATJAP JAPAN	Second half of JAVA	Second half of Sept,
TJIMAHI JAVA	Second half of JAPAN Sept.	Second half of Sept.
TJILIWONG JAPAN	First half of JAVA	First half of Oct.
TJIKINI JAVA	First half of SHANGHAI	First half of Oct.
TJIPANAS JAVA	Second half of JAPAN	Second half of Oct.
TJIBODAS/ JAVA	Second half of SHANGHAL	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Notherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.

JAVA-CHINA-JAPAN LIJN.

Hongkong, 17th September, 1910.

Telephone No. 375

KAISHA OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

	FOR	STEAMERS	Tons (Gross reg.)	LHAVHS.
VICTORIA	B.C.& TACOMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon
YOKOHAN	II, KORE en	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, .5th Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attentiongiven towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR	STEAMERS	LRAVES.
 BHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt T. YAMAGUCHI	THURSDAY, 22nd Sept., at Noon.
AMOI WISSEN		

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

#### HONGKONG-NANKING. RETURN. 3RD CLASS. 2ND CLASS. 18T CLASS.

\$27.00. \$55.00 \$73.00 1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

703]

THOS. COOK & SON TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:--LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES SIBERIAN RAILWAY. TOURS arranged to ALL PARTE of the WORLD. \* BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION. PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION of 1910.

Head Office for the Far East :-16, DES VŒUX ROAD, HONGKONG.

Japan Office. 32. WATER STREET YOKOHAMA.

8. HIROI,

MANAGER

# ICE

Made from distilled water only. filtration. Absolute purity assured. Plant open to inspection at all times.

# BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

## GEBRUEDER LENK,

RODEWISCH I/V.

MANUFACTURERS OF

# WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES. APPLY TO THE SOLE OF REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM, Hongkong: 4, Queen's Building. Telephone 960.

POST OFFICE-NOTICE

Only fully propaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Route to EUROPE.			On Shanghai:— Bank, at sight
The Princ Kitel Friedrich, with the Germ the 16th inst., at 3.00 p.m., and may be expected The Buclow, with the Siberian mail, is due	here te-morrow, at a	sbout 3.00 p.m.	Private, 30 days' sight
FOR	PER	DATE.	ON SINGAPORE:—On demand
Tientsin	Pukow	Monday, 19th, 11.00 A M	ON HAIPHONG:-On demand
Shanghai, Yokohama and Kobe SIBERIAN MAIL TO EUROPE	Austria	Monday. 19th, 11.00 A M	ON BANGKOK:—On demand
Bangkok	Chowtai	Monday, 19th, 11.00 A M	GOLD LEAF, 100 fine, per tael
Shanghai, Nagasaki, Kobe and Yokohama Macao	Flintshire Sui Tai	Monday, 19th, 300 P M	BAR SILVER, per os
Manila, Iloilo aud Cebu	Taming	Mandan 10th 700 n se	SUBSIDIARY COINS.
Kudat and Sandakan	Borneo	Tuesday, 20th, 8.00 A M	Chinese20 cents pieces\$4.67 discount.
Swatow, Amoy and Foochow Swatow, Amoy and Shanghai	Haitan Yunnan	Tuesday, 20th, 9.00 A M	Chinese10 ,,\$5.62 ,,
Weihaiwei and Tientsin	Cheongehing	Tuesday, 20th, 11.00 A M	Hongkong 10 , \$4.98 ,
Singapore, Penang and Calcutta Shanghai	Laisang Loksang	Treeder 20th 11 00	
Macao	Sui Tai	Tuesday, 20th, 1.15 P M. Tuesday, 20th, 3.00 P M	SHADE TIOM
Swatow	Haimun	Wednesday, 21st, 9.00 A m	
Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru ,	Wednesday, 21st, 10.00 A m Wednesday, 21st,	Hongkong, Sep
		Printed Matter, and Sam- ples 10.00 A M	
EUBOPE, &c., India via Tuticorin ) (Late Letters 11,00 a.m. to 11.30 Extra)		Registration 10.00 A M	
Postage 10 cents)	Buelow	(Registration with late fee of 10 cents up to	· DENEO:
(Letters posted in all the Pillar Boxes in time for the first clearance will be		10.45 A M)	Troughous or printing Date Ont Datacion
included in this contract mail.)		Registration Kowloom B.O 10,00 A M	
		No late fee Letters 11.00 A.M	Delt a Alabestos Elisterii Agency, Minited
Macao	Sui Tai	Wednesday, 21st, 1.15 P M	China Light and Power Company, Limited.
Hoilo and Cebu Singapore, Penang and Colombo	Kaifong Candia	Wednesday, 21st, 3.00 P M Wednesday, 21st, 5.00 P M	China Provident, Loan & Mortgage Co., Ld
Macao Shanghai	Sui Tai Chinhua	Thursday, 22nd, 1.15 p m Thursday, 22nd, 3.00 p m	
Swatow, Amoy and Foochow	Haiyang	Friday, 23rd, 9.00 A M	Hongkong Cotton Spinning Co., Ld
Macao Manila	Sui Tai Yuensang	Friday, 23rd, 1.15 P M Friday, 23rd, 3.00 P M	
Manila	Rubi	Saturday 24th 1000 a at	Soy Chee Cotton Spinning Co., Limited
		Printed Matter and Sam-	
		ples 10.00 A M Registration 10.00 A M	H'kong & Kowloon Wharf & G. Co., Ld.
Shanghai, Nagasaki, Kohe, Yokohama, Honolulu & San Francisco	Tenyo Maru	(Registration, with late fee of 10 cents, up to	to their manual from Co., minimum.
SIBERIAN MAIL TO EUROPE		_ 10.30 A M)	Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld.
		Régistration, Kowloon B. O 10.00 A M	Fenwick & Co., Limited
		No late fee. Letters 11,00 A M	Green Island Cement Co., Limited
Macao Chefoo and Tientsin	Sui Tai	Saturday, 24th, 1.15 p m	Hongkong and China Gas Co., Limited
Swatow, Amoy and Foochow	Kucichow Haiching	Sunday, 25th, 9.00 A M Tuesday, 27th, 9.00 A M	
	~ (	Tuesday, _ 27th.	Hongkong Hotel Company, Limited
EUROPE, &C., INDIA VIA TUTICORIN	<u> </u>	.ples10.00 A M	Hongkong Rope Manufacturing Co., Limited
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)		(Registration, with late	H'kong& South China Steam Fisheries Co., Ld. INSURANCES.—
Letters posted in all the Pillar Boxes in	Tourance	fee of 10 cents, up to 10.45 A M;)	Canton Insurance Office Co., Limited China Fire Insurance Co., Limited
time for the first clearance will be included in this contract mail.		Registration, Kowloon	China Traders Insurance Co., Limited
		B.O 10.00 A M No late fee.	Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited
Manila	Lamagara	Letters 11.00 A M Friday, 30th, 3.00 P M	Union Insurance Society, Limited Yangtsze Insurance Association, Limited
Manila, Zamboanga, Port Darwin, Thursday	Loongsang	Lindy, John, S.O. P. In	LANDS AND BUILDINGS
Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New	Changsha	Friday, 30th, 3.00 P M	Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.
Zealand, Melbourne, Adelaide, Dunedin.  Perth, and Fremantle			Kowleon Land and Building Co., Ld
Total Promotion in the second	**	-: OCTOBER:	Shanghai Land Investment Co., Limited West Point Building Co., Limited
	[]	Saturday, 1st, Printed Matter and Sam—	MINING,—
		ples 9.00 A M	Raub Australian Gold MiningCo., Ld
SHANGHAI, NAGABARI, KOBE, YOKKAICHI,		Registration 9,00 A M (Registration with late	Peak Tramways Co., Limited
SHIMIDZU, YOKOHAMA, HONOLULU. AND SAN FRANCISCO	Korea	fee of 10 cents, up to 9.30 A. M.)	Philippine Co., Limited
SIBERIAN MAIL TO EUROPE	J.	Registration, Kowloon	REFINERIES.— China Sugar Refining Co., Limited
		B.O 9.00 A M No late fee.	Luzon Sugar Refining Co., Limited
	Vanda and a	Letters 10.00 A M	Robinson Piano Co., Limited
Shanghai, Kobe and Moji Manila, Angaur, Yap, Friedrich Wilhelm-	Kutsang	Tuesday, 4th, 11.00 A M	STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld
shafen, Rabaui, Simpsonhafen, Herbert- shohe, Matupi, Brisbane, Sydney, Hobart,	Coblenz	Friday. 7th, 5.00-r-11	Douglas Steamship Co., Limited
Launceston, New Zealand, Dunedin,	TODIONA BEE		Indo-China Steam Navigation Co., Ld
Melbourne, Adelaide, Perth and Fremantle	r	Friday, 28th,	Shell Transport & Trading Co., Limited.
Omender Windshop Warner		Registration, Kowloom B.O. 4.00 P is	Star Ferry Company, Limited
	Empress of China	Printed Matter and Sam-	South China Morning Post, Limited
SIBERIAN MAIL TO EUROPE)		ples 5.00 P M Registration 5.00 P M	Steam Laundry Company, Limited
		Letters 6.00 P M	Campbell, Moore & Co., Limited
والمرابع والم			Wm. Powell, Limited

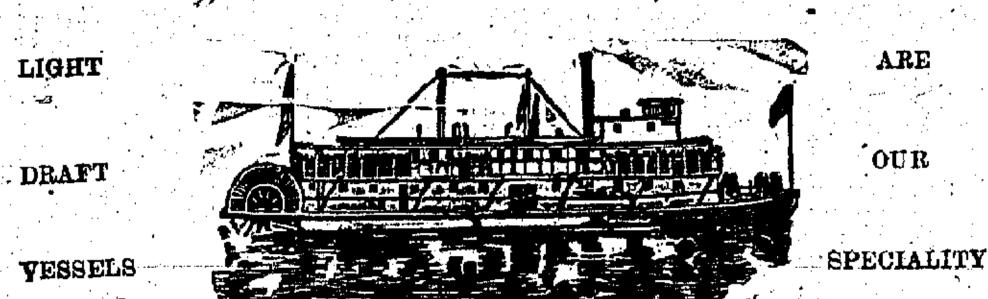
TELEGRAPHIC ADDRESS MARINEWORK

TELEPHONE: Office 358, Works 354,

ARE

ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.



"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten path to his door."—EMERSON. OUR LINES ARE

"ALLEN" PUMPS. "OSRAM" LAMPS. "PETTER" ENGINES. "HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANI-CAL AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

### COMMERCIAL.

---: o :---EXCHANGE CLOSING QUOT. CHOYS.

September 17th. PARIS:-Bank Bills, on demand ..........2263 Credits, at 4 months' sight .................................2305 ON GERMANY On demand......1831 ON NEW YORK:-

ON CALCUTTA:---ON SHANGHAL:-N MANILA:-On demand-Pesos-88 ON BATAVIA:—On demand ......1073 N HAIPHONG:--On demand .........13 % pm. )N BANGKOK:-On demand......861 

United Asbestos Oriental Agency, Limited

A. S. Watson & Co., Limited

Watkins, Limited

Weissmann, Limited

Union Waterboat Co., Limited

Bukit Kajangs .... Castlefields, fully paid

Kamunings... Kuala Lumpur

Ledbury's ...

London Ventures

Singapore and Johores

United Serdangs ...

Loans.

-Chinese Imperial 1886

Sumatra Paras

Sungei-Kapars

Labus

Eastern and International Highlands and Lowlands

Allagars

# CIGARETTES.

Per 50 50 cents.

Virginian Leaf Cigarettes, made from pure Tobacco of the finest quality at moderate price.

in handsomely decorated Tine and in Patent air-tight Time.

OPIUM.

VALUE, PAID UP.

all

\$125

12/6

\$10 Tls. 75 Tls. 100 Tls. 500

363 Tls. 100 Tls. 100

\$250 \$100 \$3.33 \$250 £15

\$250

\$100

Tls. 50

\$100 \$100

\$50

Quotations are:—

Persian fine quality

Persian extra fine ...

Banares Old ...

Malwa New Malwa Older Mulwa Older

Patna New

SHARE LIST.—QUOTATIONS.

Hongkong, September 16th, 1910.

SHARES.

120,000

99,925

8,604

60,000 50,000 50,000 200,000

2,000

60,000 50,000 10,000 55,700

36,000

18,000

400,000

7,000

60,000

12,000 8,000 6,000 60,000

15,000

10,000 20,000 24,000 6,600 10,000 12,400 12,000

150,000

6,000 78,000 12,500

20,000 7,000

4,000

30,000 20,000

-60,000-

60,000 pref. 60,000 def.

2,000,000

10,000 10,000

6,000 20,000

1,200 15,000 10,000

90,000

50,000

750,000 1,500,000

151,200

70,000 80,000 30,000 70,000

1,266,000

1,759,000

Value.

Amount.

Tis. 767,200

Interest.

VERNON & SMYTH, Share-Brokers,

Tis. 250 7% p. annum Par.

100 fders

3,000

16,000 Fes. 250 200,000 £1 25,000 \$10 50,000 \$10 75,000 \$10

September 14th.

per chest.

CLOSING QUOTA-

TIONS CASH.

{\$932<u>}</u>. £87, 10/-

£6 376, buyers

12/6 \$8, sellers

\$12 | \$9, buyers

\$10 \$8, buyers

50 Tls. 110.

\$10 | \$5, sellers

\$6 | \$19, buyers

\$54, sales

\$50, sellers

Tis. 75 Tis. 55. Tis. 100 Tis. 55.

Tis. 500 Tis. 240.

562 \$9, sellers Tis. 100 Tis. 76.

Tis. 100 Tis. 116.

\$25 \$9, sellers

\$205,

Ell \$135.

**87 \$7**.

\$10 \$4.70, x. div.

\$50 \$100, x. div. sel \$25 \$75, r. div. sel

\$21, sellers

\$50 \$190. \$20 \$116, sellers \$25 \$873. \$50 \$355, buyers £5 Tis. 115.

\$100 \$820, sellers \$60 \$200.

\$100 | \$101, buyers

839.

\$720.

all 5 \$134, sellers

SI & Siz, sellers

\$10, sellers

\$160, sellers

\$25, sellers

\$50, sellers

60, sel. L'don

5 \$24, sellers

2 \$10, sales \$25, sellers

\$25- \$10, sellers

ali \$25, sellers \$15 \$32, buyers

10 \$3; sellers

\$12, buyers \$111, sellers

\$8, buyers

13,6 prem.

\$28 (Sts.)

72/6 \$14} (Str.)

Quotation.

all | 117/6

\$31, x.div.(Str.)

ull 25/-all \$13 (Sts.)

Tls. 50 Tis. 112.

\$50

\$50

\$10 \$5 \$25 \$5

\$8, sellers

\$32, buyers

\$21, buyers

\$100, x. div. sel.

ali

\$1.40.

SOLE PROPRIETORS ARDATH Tobacco Co., LONDON.



SIEMSSEN Q

Machinery

Hongkong.

G. L. Metal The Filament Lamps

SOLD AT GREATLY: REDUCED PRICES.

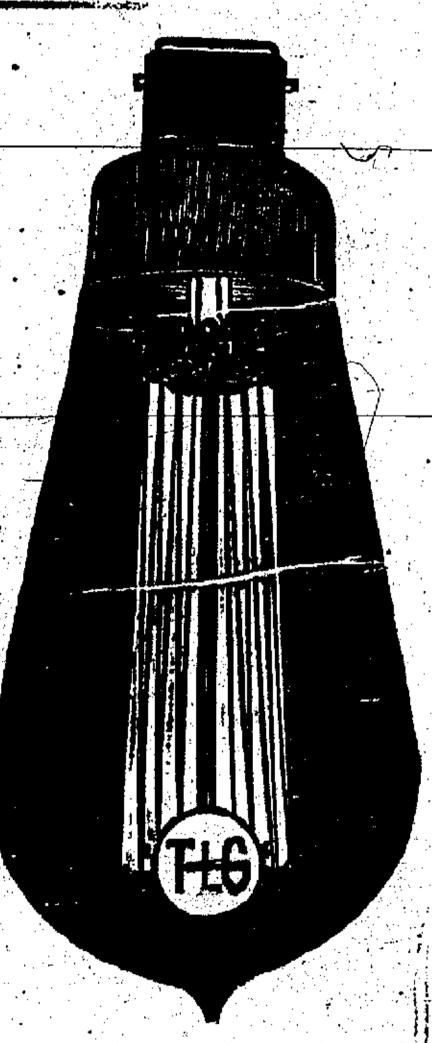
THE F. G. L. METAL FILAMENT LAMPS-

Save 75 per cent. current filament carbon over lamps.

ARE THE CHEAPEST AND BEST IN THE MARKET.

Give agreeable white light. Little risk of breakage. Life 2000-3000 hours. Great constancy of lighting / during the whole period

of burning. Small pleasing forms, pearshaped, plain or frosted glass. Will burn in any position.



number is engraved on each F. G. L. Lamp. advised to keep a record of these numbers, in order to prevent substitution of broken for sound lamps.

FORTHCOMING EVENTS.
Tuesday, 20th Sept.—Extraordinary Genera
Masting of Wandleson Clink 5 15 and
Meeting of Hongkong Club, 5.15 P.M.
Wednesday, 21st Sept - Warwick Major
Comedy Co., at Theatre Royal-" The New
Воу," 9 р.м.
Thursday, 22nd Sept.—Annual Aquatic Sport
of Victoria Recreation Club, 5 P.M.
Thursday, 22nd Sept Annual General Meeting
of Hongkong Football League at Y.M.C.A
Rooms, 5.30 P.M.
Saturday, 24th Sept. — Crdinary Annual Meeting
of Hongkong Cotton Spinning Weaving &
Dyeing Co., Ltd., 11.15 A.M.
Saturday, 24th Sept.—Ordinary General Meet
ing of Douglas Steamship Co., Ltd., Noon
Tuesday, 27th Sept.—Annual General Meeting
of Kowloon Cricket Club, 5.15 P.M.
Saturday, 1st Oct.—Half-Yearly Meeting of
Hongkong Jockey Club, Noon.
Tronkwork access Cigo, Moon-

# THEMERCANTILE LITHOGRAPHIC

47, DES VŒUX-ROAD CENTRAL, HONGRONG.

TNDERTAKES to execute with neatness all kinds of ARTISTIC LABELS BILLS OF EXCHANGE, VISITING CARDS, LETTER HEADINGS, MENUS, DIE STAMPING, etc. Hongkong, 14th July, 1910.

Day of Weeks	Month Wonth	Hongkong Mean Time,	Heigh)	Hongkong Moan Time,	Height
Kon.	19	h, m,	72.	n. 19.	ft. I
Tues.	20	9 44 a: m 9 53	= 5 B	8 40 a	1 8
Wed.	21	10 15 p. m 10 45	7 8	4 18 a	1. 7 2 0 2 2
Thur	22	10 47 a m - 11 80 11 22 a	6 6 6 7 6 8	1 40 a	2 2
Fri	13	m 040 a	6.0	5 18 a tn 5 49	1 8 1 8
et.	24	m 0 0	5 D 5 B	m 0 46	3 9
Sae.	25	m 0 48 8 36 a	6 9	m 8 18 6 87 a	2 1

HONGKONG TIDE PABLE.

Hongkong Observatory, September 18th.

est p.m. 10 s.m. at 4 p.m. 29.96-29,85 Barometer ..... Temperature sad Rumidity ..... Wind Direction Force ... Weather ..... Highest open air Temperature on 17th......87. Lowest open air Temperature on 17th.....77

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